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PICTORIAL
HISTORY
OF
BASE 'M'
(USASOS)

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**PICTORIAL
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REPRODUCED BY 2773RD ENGRS.

PICTORIAL HISTORY OF BASE M

Along the white sandy beach of Hollekang, Hollandia, in Dutch New Guinea, in October 1944, Base M came into being. Basic plans were formulated for its organization and operation. Key personnel were assembled there, together with an enlisted complement; and a considerable amount of equipment was gathered and loaded for forward movement.

The first elements arrived at Base K on 13 November for advance staging, and a camp and headquarters were immediately established. Shortly thereafter, additional personnel began to arrive, in groups and as individuals, from New Guinea and Australia bases. Many of these, while well qualified as technicians or office workers, were almost totally lacking in the experience and training necessary to equip them for duty in a combat area. An intensive training program was therefore instigated for all officers and enlisted men requiring it. This program included individual instruction ranging from military courtesy to small arms firing and care of weapons.

Meantime, Service Chiefs and Staff Officers had set up offices and begun a more detailed planning of their operations. From maps and aerial photographs a selection was made of areas within the new base. Several weeks before embarkation, planning had been so completed that the remaining time could be given to a review of the overall scheme of operations by all key personnel. All units at rear bases were briefed by letters and by base representatives sent back by air for this purpose.

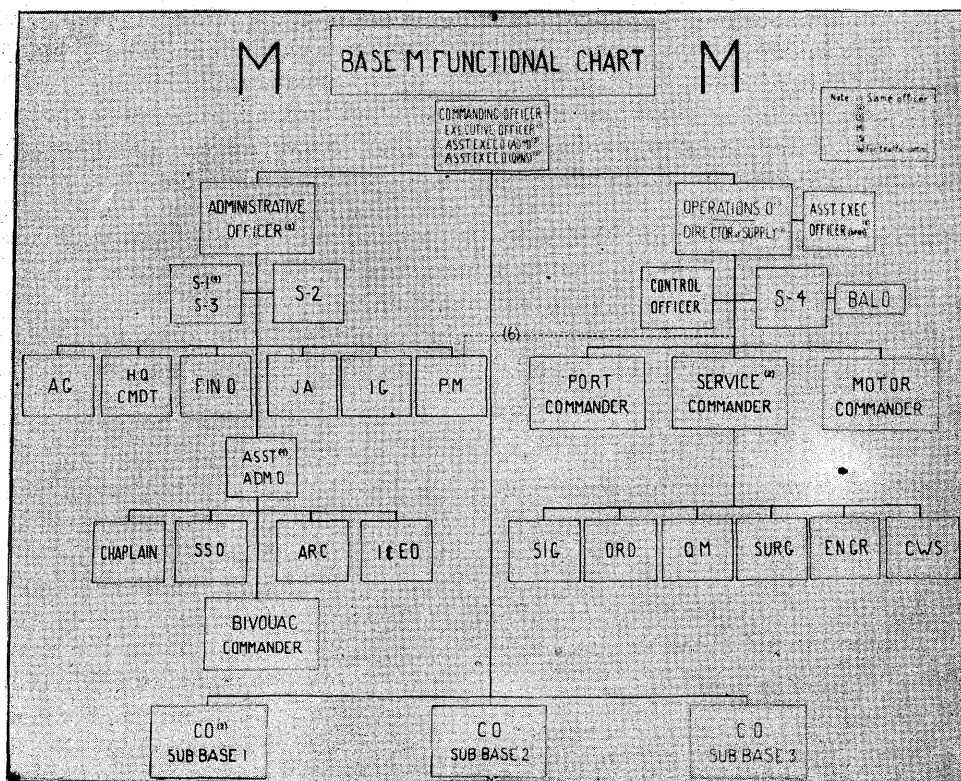


The organization as finally charted adhered closely to that of a standard USASOS base. The only apparent differences, in fact, were the changes of certain names, notably Bivouac Commander for Base Area Commander and Director of Supply for Base Service Commander. This was done to avoid confusion, since Sixth Army had designated the Base M area of responsibility as "Army Base Area," and the Army area as "Army Service Area," and it was feared that use of the standard designations would imply command of these. Upon reversion of Base M to USASOS control, standard nomenclature was resumed.

The logistic responsibility of Base M extended from the unloading of ships to the actual placement of supplies in Army supply points. No docks or permanent depot installations were to be built; this for the reason that "M" was to operate on a large scale in the vicinity of the original landing beaches and then, as responsibility shifted to Manila, was to move northward to a permanent location where it would operate on a greatly reduced scale. It was planned originally that the base would furnish personnel to Army for lightering from ships to shore dumps beginning about S plus 6 and that all logistical responsibilities would be taken over about S plus 20. As it worked out, complete responsibility, in effect, was assumed on S plus 10.

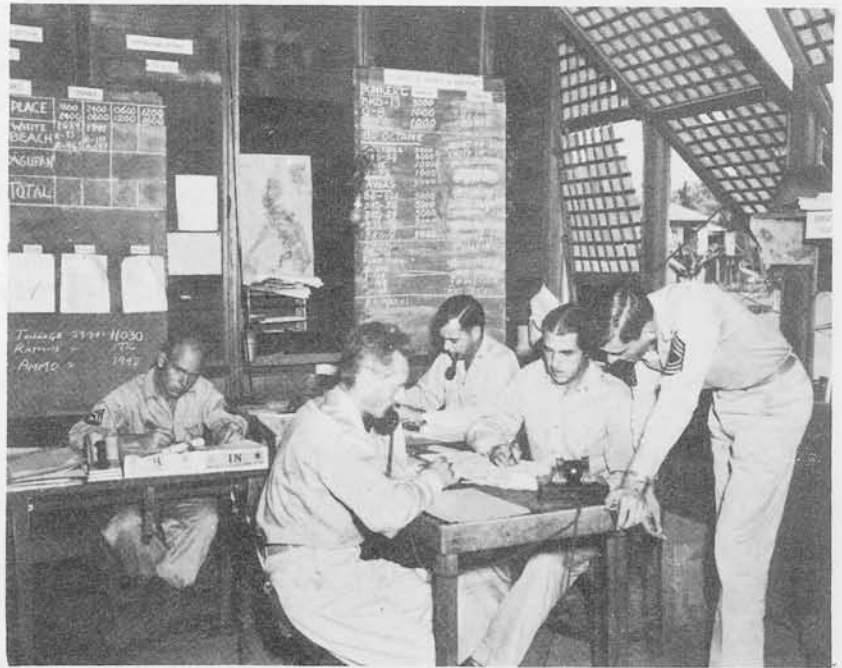
During the planning stages it was seen that the entire movement of supplies would have to be considered as a completely integrated operation, and that no chances could be taken to jeopardize coordination of the Motor Command, Transportation Command, and the Director of Supply. The Executive Officer was therefore appointed as Chief of Operations.

Similarly, the Assistant Executive Officer was delegated to group all administrative functions under a single head. This resulted in the creation of two major divisions, one of Operations, and one for Administration. Following is a functional chart to show the responsibility of each division:



Detailed working of the organization is described in subsequent parts of this history. All that need be added here is that all components quickly integrated to effect the smoothest of operational procedures. Results speak for themselves.

OPERATIONS OFFICE

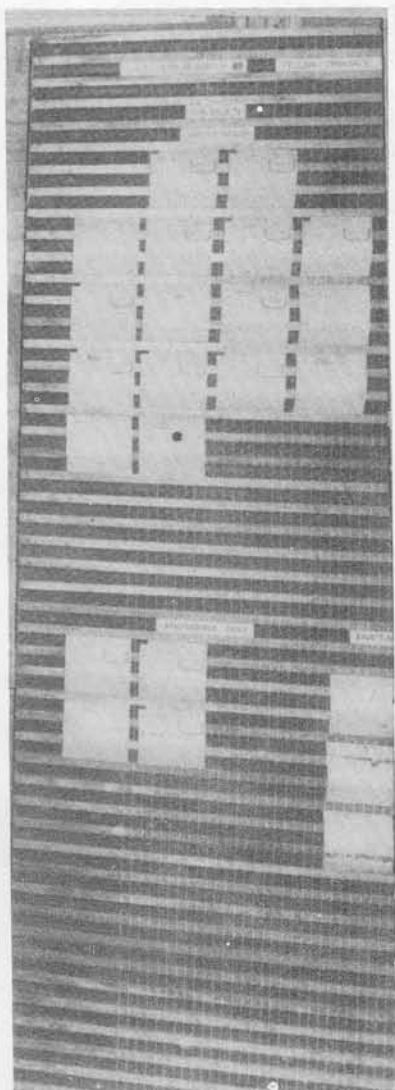


The Operations Office was the Control Center or Command Post of all ship to shore to dump to supply point operations. It was operated under the direct supervision of the Executive Officer by the Service Commander. The general mission of the Operations Office was to insure that operational goals were met and that any threatened impediments to operations were met by prompt and vigorous action—not allowed to continue until they were operational emergencies.

In the Operations Office were physically located all control maps and charts, and the desks and telephones of the Executive Officer, Service Commander, Port Commander, Motor Commander, Control Officer and S-4. It operated 24 hours a day, with the Service Commander in charge during normal duty hours. An Operations Officer of the Day, Operations Duty Officer and Operations Orderly were designated on a daily roster to operate this office. This personnel represented and acted for the Commanding Officer at all times, day and night, when the Service Commander was not present. This personnel was instructed to obtain the decision of the Senior Officer primarily concerned whenever deemed appropriate to do so, but in emergencies they *acted first* and then informed all concerned. A daily journal was maintained listing all activities of this office, in-



operated 24 hours a day, with the Service Commander in charge during normal duty hours. An Operations Officer of the Day, Operations Duty Officer and Operations Orderly were designated on a daily roster to operate this office. This personnel represented and acted for the Commanding Officer at all times, day and night, when the Service Commander was not present. This personnel was instructed to obtain the decision of the Senior Officer primarily concerned whenever deemed appropriate to do so, but in emergencies they *acted first* and then informed all concerned. A daily journal was maintained listing all activities of this office, in-



cluding messages received, problems arising, action taken, etc. Telephone and teletype communications were maintained with other headquarters, with service dumps, port activities, sub bases, and with transportation branches. Hour to hour information was maintained on the status of all ships in the harbor. A card graph was kept for each ship, showing name, source, date of arrival, type of cargo, tonnage upon arrival, and daily discharge rate. These cards were placed on the board so as to show the location of the ships, i.e., awaiting discharge, discharging at a sub-port, or awaiting convoy. This board also indicated the number of ships dispatched in each previous convoy, and the total number completely discharged and turned around. Rigid attention was paid to the rapid discharge and turn-around of all ships, and more especially to all overseas ships which were "red-tagged."



Daily discharge of tonnage and improvement in the rate of tonnage was given close attention. Graphs were maintained showing the daily discharge rate at each sub-port, as compared against Army requirements. A graph plotting the daily backlog was maintained and when the backlog dropped too low, served as a

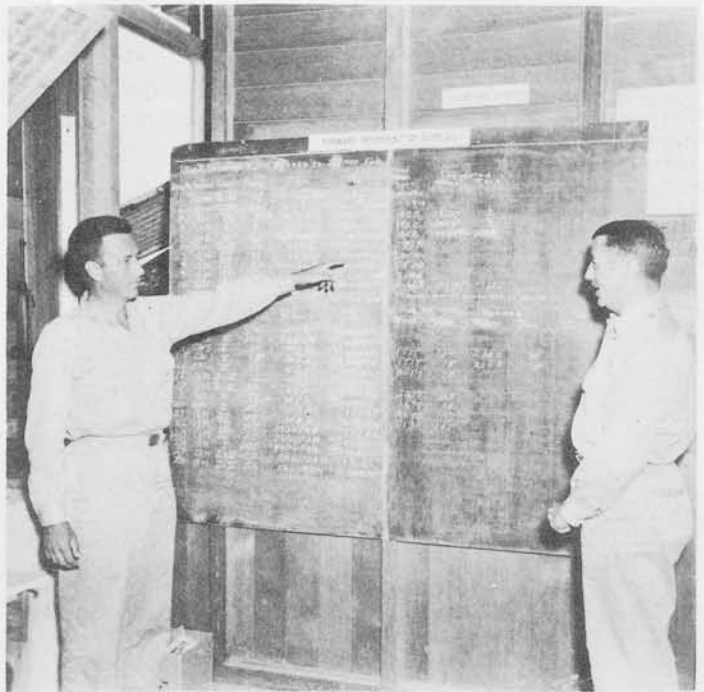
"red flag" to insure that more ships were called forward. Drops in tonnage at any sub-port called for immediate investigation and institution of remedial action. Operating facilities were shifted as indicated by potential tonnage capabilities of each sub-port.

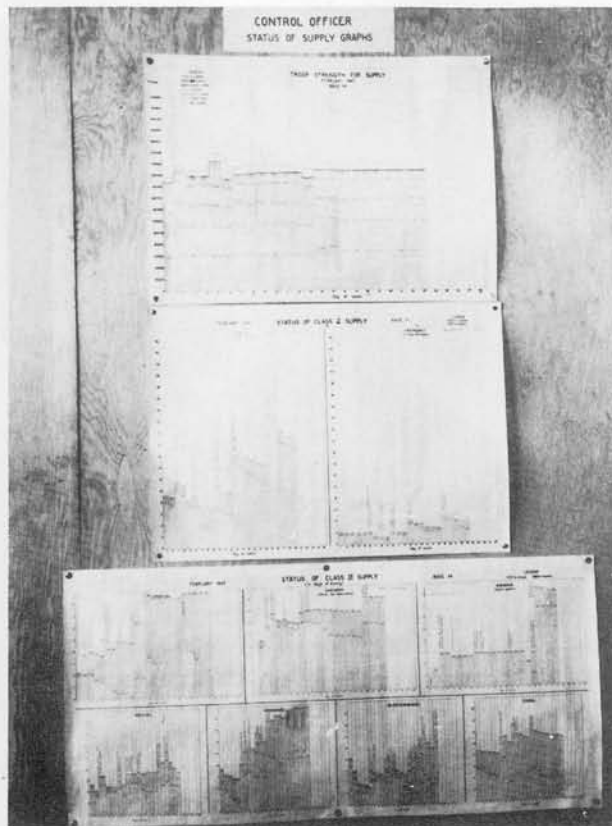
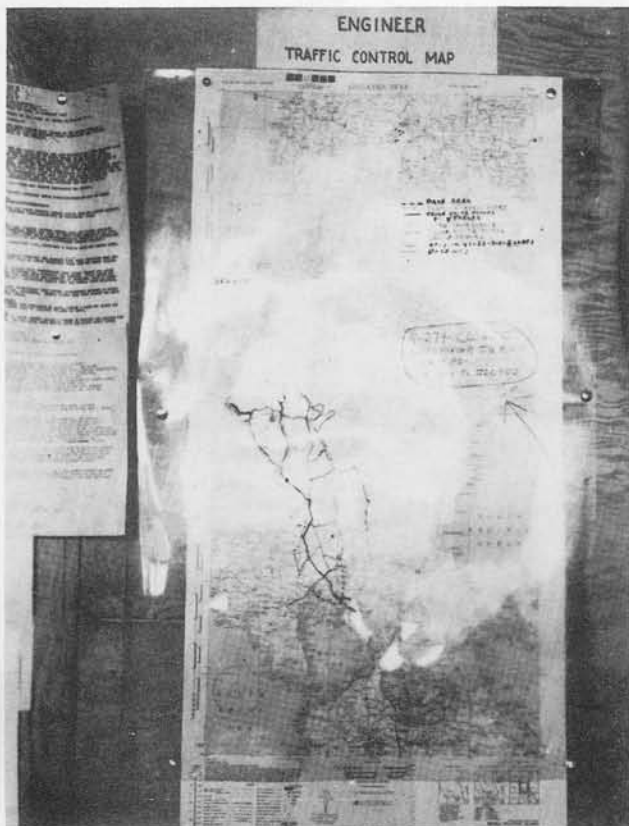
One of the most important functions of the base has been the movement of supplies forward to tactical units. This has been very closely controlled by the Operations Office. Requirements were set by Sixth Army and transmitted to Base M. Orders were placed with the services concerned and booked for shipment by rail or motor. A very rigid follow-up was made on all shipments, to insure that all commitments were met.

Traffic control and direction presented a grave problem because of the volume of traffic on all roads; the large number of one-way bridges; the lack of bridges at some points; and the shortage of military police personnel.

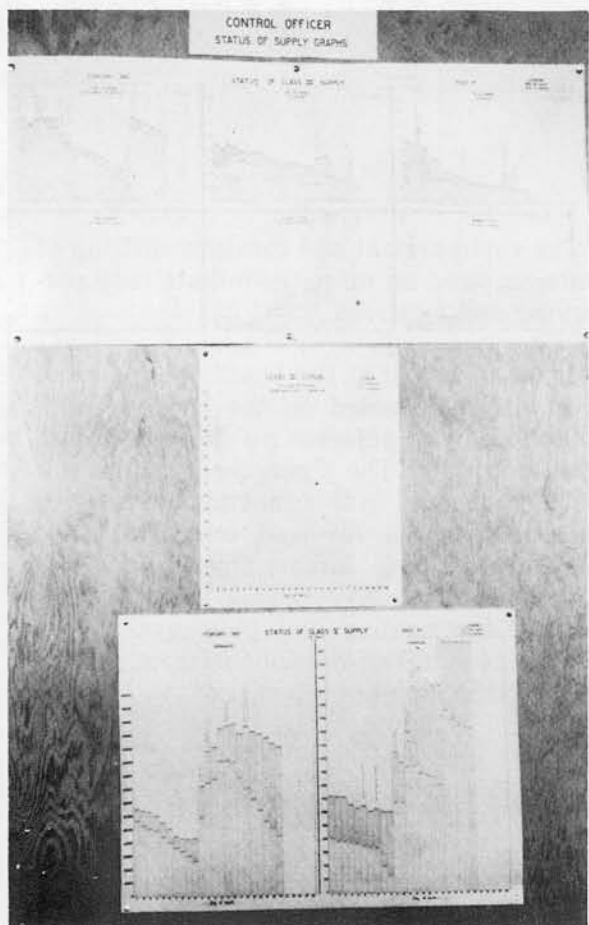
An up-to-the-minute traffic control map was maintained to aid both the Provost Marshal and the Base Operations Officer. The Motor Command and all other interested agencies were notified immediately of any changes in routings, bridges out, roads in poor condition, etc.

Knowledge of the current status of supplies, both ashore and in the harbor,





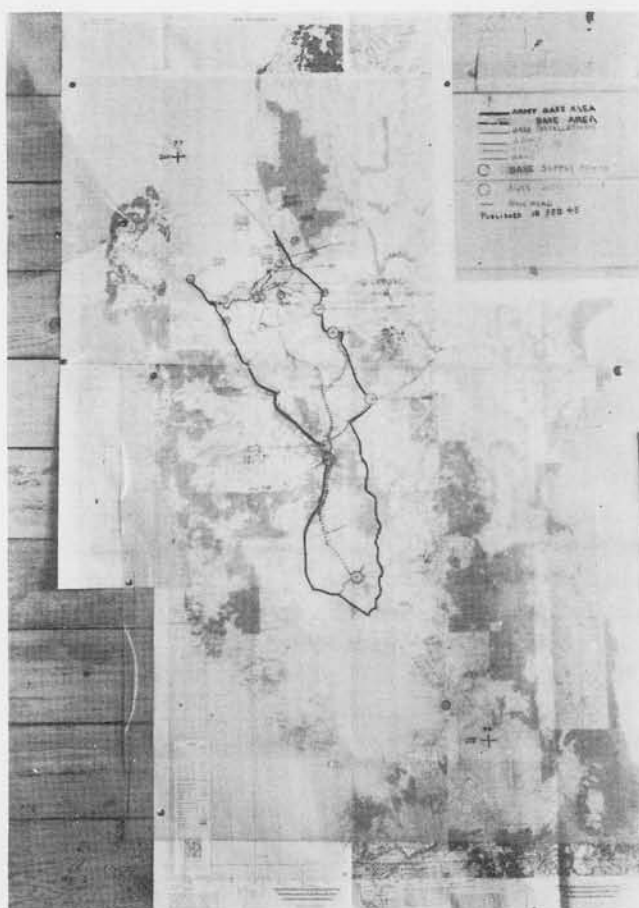
was a "must" requirement. A balance between the two was necessary and when the amount shown as ashore in any class dropped too low, extra effort was necessary in the discharge of that class of supplies. When the number of days ashore and in the harbor dropped below a safe level, additional ships loaded with the particular class of supply were called forward. These graphs proved valuable throughout the entire operation. In addition, the current troop strength upon which days of supply of the various classes were computed was portrayed graphically, so that amounts shown in days of supply could be converted quickly to tonnage.



A map showing the locations of service activities and installations gave a current overall picture of locations and distances involved in supply. All Base M dumps and discharge points, all Army supply points, and rail and motor routes were indicated, and a close control of sources of supply versus destination was possible.

The status of signal communications was kept plotted, and volume of traffic recorded as a guide for additional construction.

Shortage of vehicles and lighterage dictated a stringent control over all maintenance functions.





The rapid arrival and constant shifting of units required an up-to-the-minute map portraying unit locations.

Units were met at the beach, guided to an area already selected on the basis of both suitability and adjacent to their proposed places of duty. The Operations Office was vitally concerned in this function of the Area Command for it involved coordination of Port Operations, Motor Operations, and Traffic Control. Centralized control made possible the landing and passing thru the Base area of three divisions without serious reduction in base operation.

A tactical map, though ordinarily simply a matter of interest to a Base, was an important adjunct to the Base Operations Office. Supply points changed with tactical movements; port operations moved northward as the tactical situation permitted; service unit bivouac areas were moved northward as the front lines advanced; current information on the location of tactical units was available for successful logistical support; and advance planning was indicated by tactical progress.

The Operations Office successfully accomplished its mission by reporting daily to the Commanding Officer that all goals had been met on time, and produced simple, accurate, and up to the minute data to substantiate this report.



BASE AREA COMMAND

In the period of its operation the Area Command handled over 100,000 troops and 1000 units of all types which arrived in this area. The Command allocated 63 permanent and semi-permanent areas to units as well as allocated areas for and assisted in the planning of Ordnance, Signal, Quartermaster, Medical, Special Service, Chemical Warfare, and Engineer Dumps. In addition to this, areas were allocated to staging units.



The site for a rifle range was selected as well as one for a Prisoner of War camp and the Base M stockade. In both instances, the Area Command assisted in the planning for the installations.



The Area Command moved 15 units from undesirable locations and located the areas for and planned the operation of seven non-combustible garbage disposal dumps.

A Casual Camp was set up near Mangaldan and processed 404 officers and 7581 enlisted men. Another Casual Camp, capable of accommodating 1000 troops, was organized and set up at San Miguel and later moved and established in Manila by this Command.

Inspection teams were active, checking units under control of Base M for cleanli-

ness, unit marking, orderly arrangement of utilities and proper placing and protection of kitchens and latrines as well as plans for defense against enemy attack.

Maps were kept showing the location of all Base M units as well as other units in the Base area. Information concerning roads and bridges was available at the Area Command.

As of 12 March 1945, the Base Area Command assumed administrative as well as operational control of:

- Base M American Red Cross
- Base M Chaplain
- Base M Headquarters Commandant
- Base M Provost Marshal
- Base M Special Services
- Prisoner of War Camps



BASE SERVICE COMMAND

The Base Service Command (originally called the Director of Supply) was first organized according to the Base M Organizational Manual, but because of the unusual setup, it functioned differently than was originally planned.

The Base Service Commander served as commander of Sub-Base No. 1 which was the largest established. The operational functions of all sub-bases were under the control of the Service Commander, which placed the Motor Command and Port Command at the Sub-Bases under the direct supervision of the Base Service Command, and the entire unloading, storage and hauling was coordinated by the Service Command. When the Operations Office was set up, the Service Commander was appointed assistant Operations Officer. The personnel of the Service Command was responsible for the daily routine of this office in conjunction with the Operations Officer of the Day and the Operations Duty Officer. As the Base Motor Command and the Base Port Command were functionally a part of the operations office the Service Commander as Assistant Operations Officer was responsible for coordinating the entire movement of supplies from ship to beach to dump to forward supply points.

As the Army moved further from the beach dumps, it became the responsibility of the base to ship supplies to Army Supply Points by daily trains and trucks. It soon became apparent that the whole forward movement of supplies had to be coordinated under one division of the Service Command. Another division was added to the organization and was called Cargo Movement Division. To facilitate loading, details of civilian labor supervised by two officers and twelve enlisted men on 24-hour duty were established. This detail loaded all supplies moving forward by rail from San Fabian. All bookings, either by rail or truck, were placed with the Cargo Movement Division and it arranged for the transportation, including movement to the railroad station from the dumps.

The Service Command at Base M has been placed in a position of greater responsibility than is usually assigned to the Service Command in USASOS bases. This has resulted in having the agency that controls the Supply Services also responsible for coordinating the entire Supply Program from ship-side until the supplies are in the hands of the using troops. This central control has been a major factor in Base M's success in logistical support of the M-1 operation.

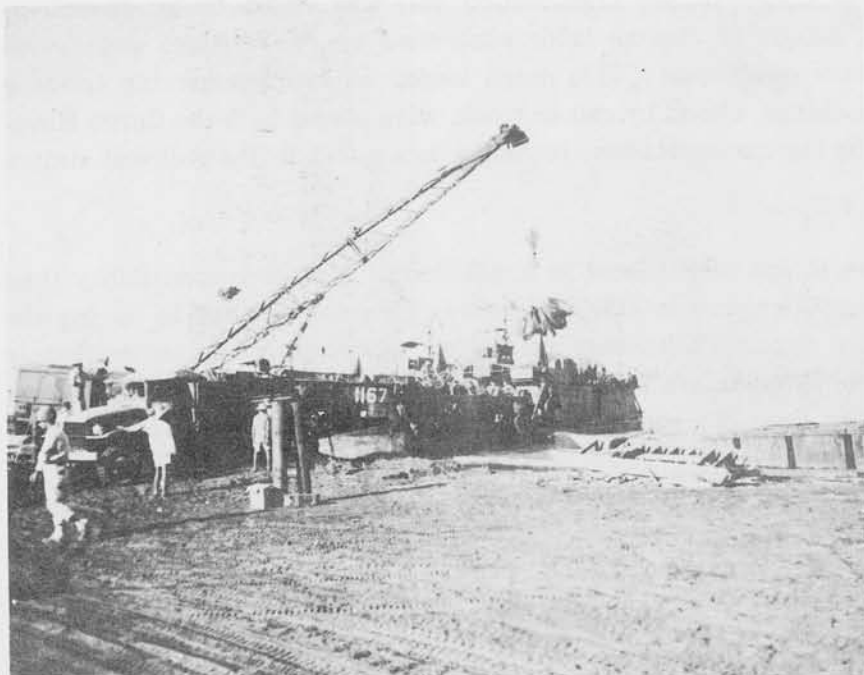
MOTOR COMMAND

The Base Motor Command was activated 15 November 1944. From that date to 2 January 1945 the time was spent in briefing units and planning future operations. Actual field operations began 25 January 1945. Personnel

was furnished by headquarters detachment of a QM Truck Group, consisting of 9 officers and 14 enlisted men, to administer and direct all functions and operations of Quartermaster truck companies. For the first month, the Base Motor Command operated the Highway Transportation Command, which handled the forward movement of supplies to combat units.

The Base Motor Command was responsible for the overall supervision and control of motor vehicles assigned to Base motor units. Prior to 17 February 1945, the mission of the Base Motor

Command was the movement of cargo from the beach to the various dumps, depots and installations, and from these dumps, depots and installations to Army supply points further inland. This function, however, was transferred to the Highway Transportation Division on 17 February 1945. Inasmuch as a good portion of the total tonnage hauled was carried by these highway convoys, the loss of this particular phase of operations has caused a drop in tonnage over previous months. Five Quartermaster truck companies are retained by the Motor Command to perform its present mission of beach opera-



tions, and supply movements to the San Fabian railhead. A sixth truck company is stationed at Dagupan, and performs the mission of supply movements from the Dagupan River to the Dagupan railhead. Originally, sixteen truck companies were assigned to the Motor Command; however with the exception of the six above-mentioned companies, the remainder passed to the control of the Division of PHIBSEC. The chief obstacle was time lost in dumps, depots and installations because of delays in loading and unloading. To correct this, a system was placed in effect whereby all drivers kept a record of time

lost in depots and the reason therefor. A truck control point was established at the San Fabian railhead whose purpose was to keep record of the time all vehicles arrived at the railhead for unloading. These records, along with records of tonnage hauled, made it possible to determine the efficiency rating of unit truck companies as well as to correct deficiencies which caused delays. Loss of time in loading and unloading was very often due to a shortage of civilian labor. High surf and/or enemy action caused some additional lost time.



PORT COMMAND



Prior to the activation of the base, planning for the Base Port Command was conducted through the Base Development Section of the Army Service Command. From 9 October 1944 through 8 November 1944, a series of

conferences were held. Upon arriving at Leyte, planning continued. The Port Command was divided into two major sections—Coordinating Staff and Field Operations. The Coordinating Staff, in turn, was divided into six sub-sections, including Port Commander and Executive Officer. Administration and Personnel Division, Maritime Personnel Division, Water Division, Traffic Division and Supply Division. Field Operations was divided into three sub-sections as follows: Stream Operations, Pier Operations, and Marine Operations.

While at Base K, a sub-port was set up and operated with personnel furnished by Port Command, Base M. Upon arrival at the Lingayen area, extensive surveys were made for location of beaching sites, and sub-bases were established at White Beach, Dagupan and Port Sual.

On 19 January 1945, the Port Command assumed control of the harbor, port and rail facilities. On 22 January 1945 the first train loaded with Quartermaster supplies, ammunition and POL left Dagupan for Bayambang. On 26 January 1945, rail operations were expanded to in-



clude 67 miles of track extending from San Fabian to Capes. On 15 February 1945, the Rail Section of Transportation Command, PHIBSEC, took over the operation of the railway.

A 450 ft. dock was completed at Dagupan for use of small ships and reefs.

Radio communication was established at White Beach



No. 2 and at Dagupan to facilitate the moving of ships to unloading points and to handle any administrative problems that the ships had.

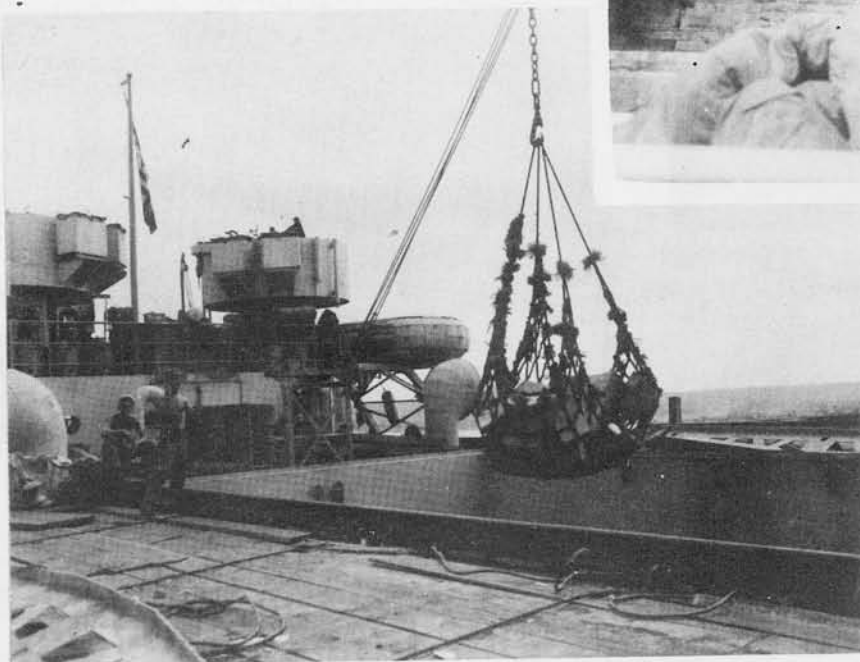
Despite heavy demands upon the Port Command, the Section has more than met its quota. With limited facilities it has handled approximately 514,000 tons or an average of 9,200 tons per day, up to 10 March 1945.





Approaching a re-supply ship in the harbor that is being repaired on one side while discharging into 2 LCT's on the opposite side.

Looking into the hold of an Av Gas ship. Eight drums are picked up at a time by the crane and loaded into a DUKW.

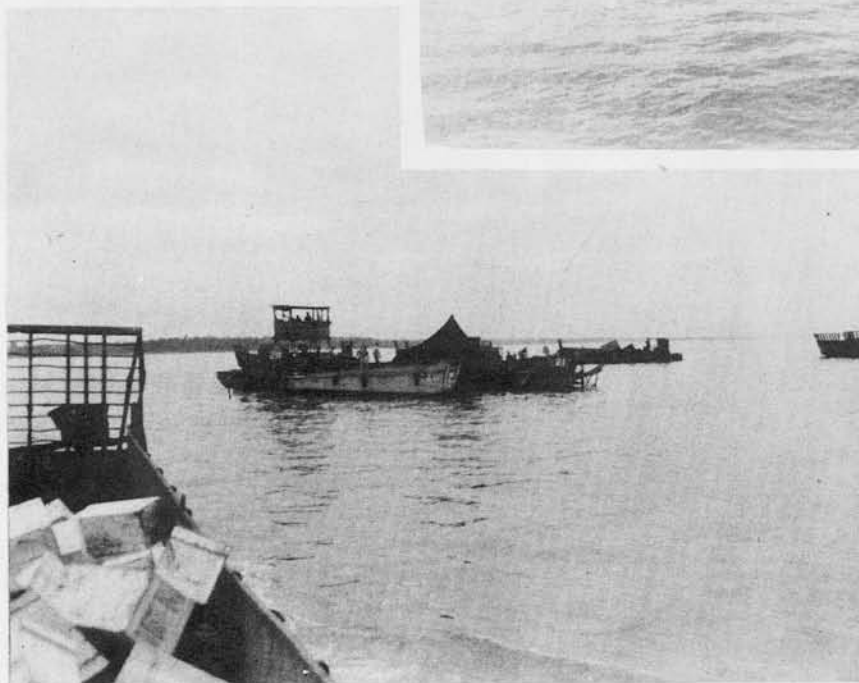


Hold tender sending a sling of rations over the side and into an LCM. Men in the hold are loading another sling to have it ready when this one is empty. Approximately 15 tons an hour will come out of this hold.

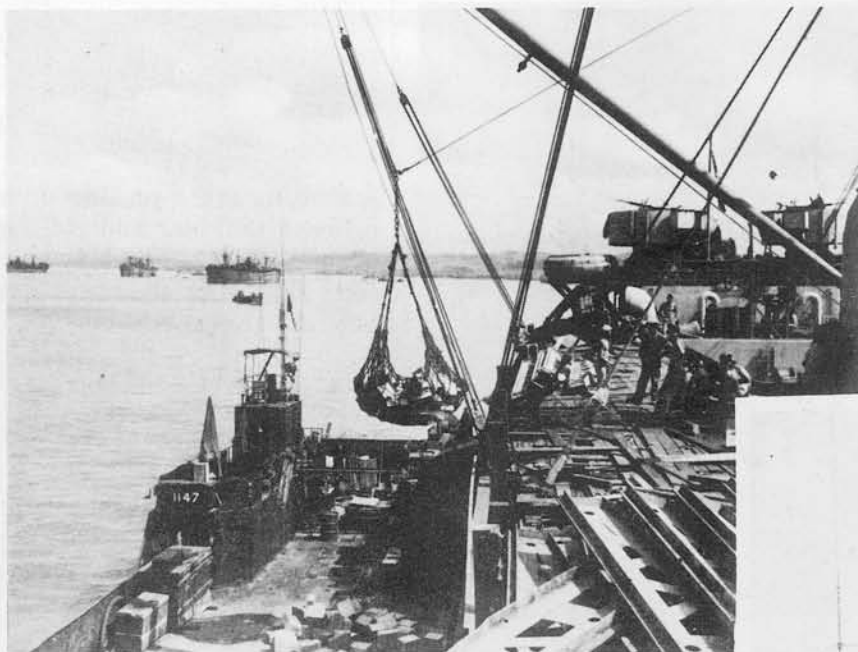


A floating crane picking up a railroad tank car and placing it on the track. Track is on a jetty that goes about 1000 ft out into the water.

LCM's heading for the beach after having been loaded at different ships in the harbor.

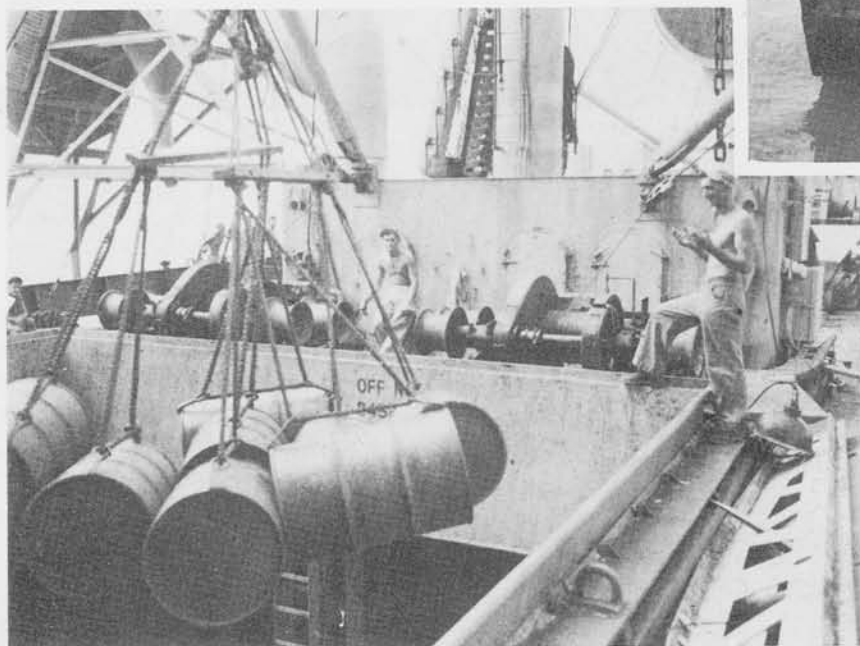


An LCM control point in the Dagupan River. Control point dispatches lighterage to the ships and tells loaded barges where to report for discharge.



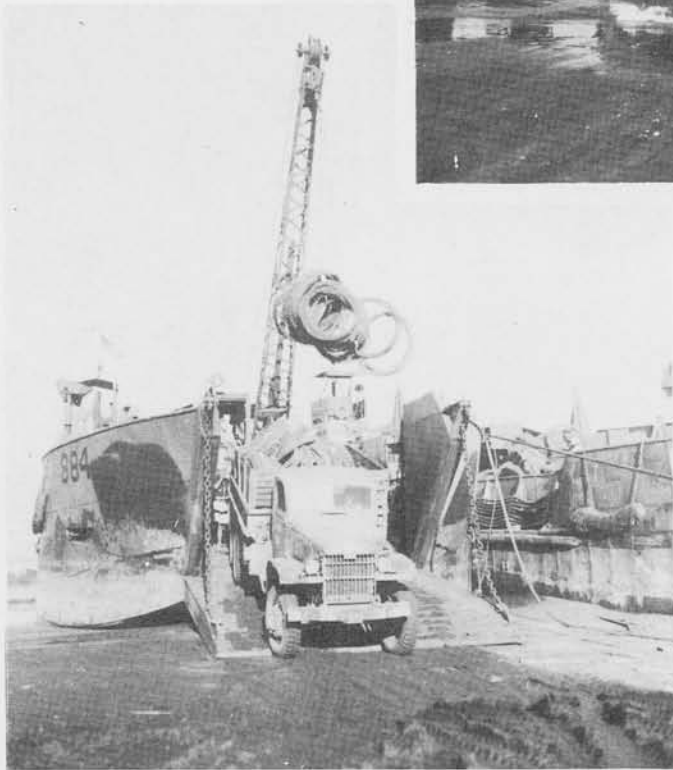
Sling load of rations going over the side into an LCT. It will take approximately 4 to 5 hours to load the LCT.

A sling of rations going over the side and into an LCM. LCM's will carry approximately 15 tons.



Hold tender motioning for the winch operator to put the barrels at a certain place. Barrels are just ready to go over the side of the ship.

An LCT discharges rations on the beach. It took 5 hours to load at side of ship. Now it will be on the beach in approximately 8 hours.



Using a crane to complete discharge of an LCT.

An LST unloading on White Beach No. 2. Not always can the ship come all the way to the beach.





Av gas for the strip at Mangaldan being loaded by Filipino laborers.

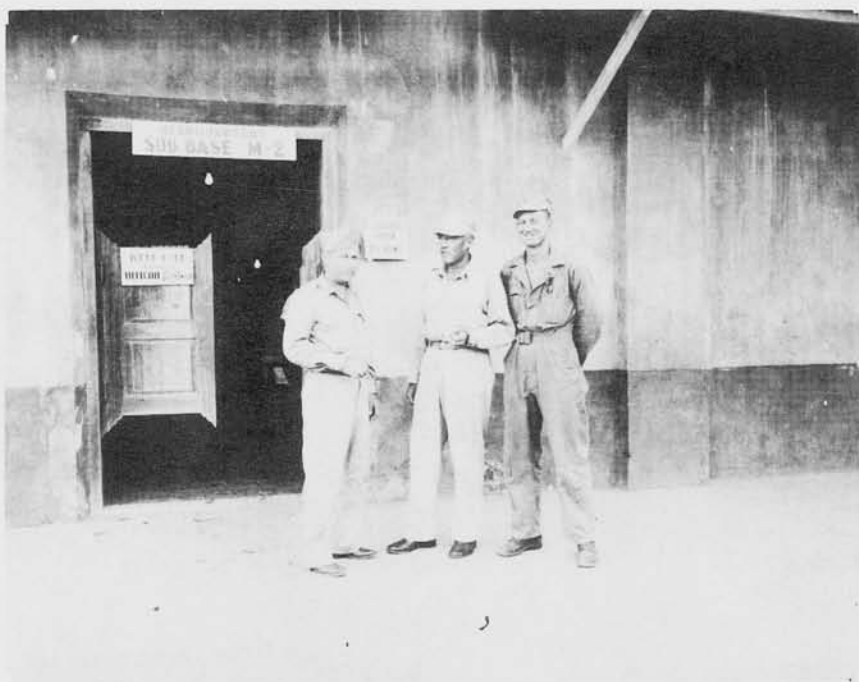
Grease and oil being loaded for points south. Again Filipino crews doing the work.



SUB-BASES

No. 1

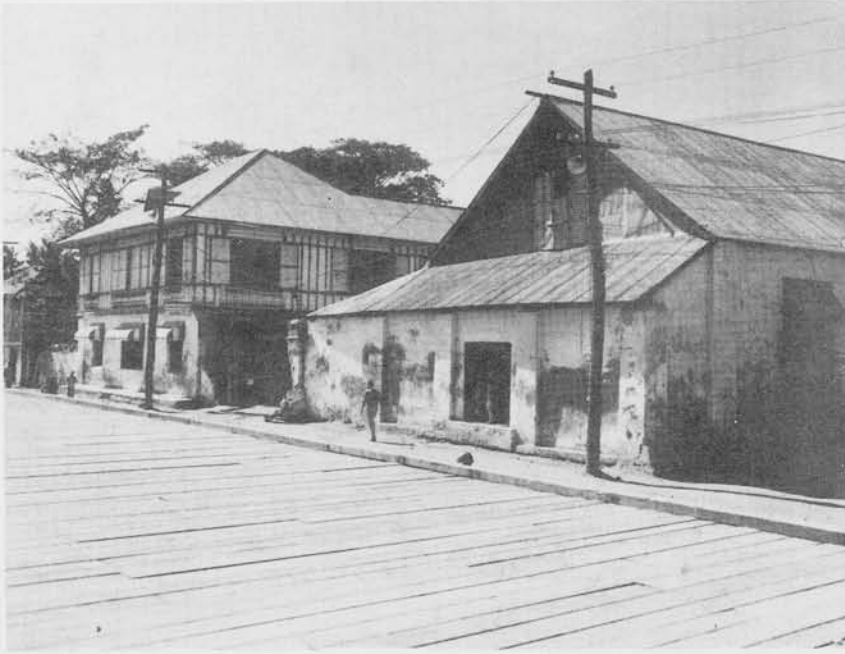
When Base M initiated operations at approximately 16 January 1945, it was found necessary to set up sub-bases immediately in order to handle the enormous tonnage of supplies scheduled to pass through the Army Base Area. The sub-base which was established at White Beach was designated as Sub-base No. 1. This Base handled more tonnage than did No. 2 or No. 3. As formerly mentioned, the Service Commander was Commanding Officer at Sub-base No. 1. Inasmuch as most of the Base M operations revolved about Sub-base No. 1, it was deemed more advisable to show the pictures of operations of Sub-base No. 1 under the respective Services rather than place them in this Section.



No. 2

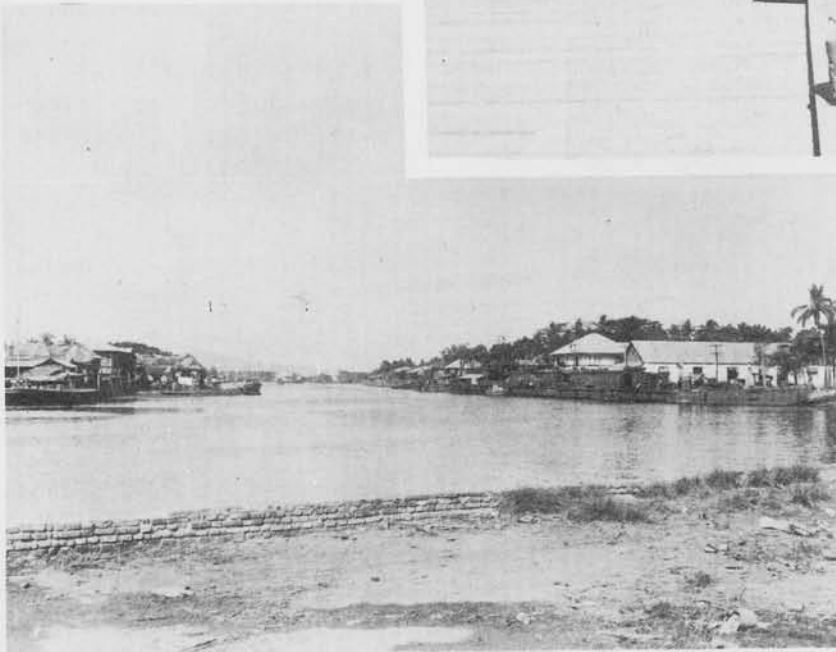
Sub-base No. 2 was located at Dagupan and was an important cog in supply system for the campaign. Surf conditions along the southern beaches of Lingayen Gulf necessitated abandonment of some of the original landing beaches for discharging of supplies and equipment and setting up a sub-base at Dagupan in order that the Dagupan River might be utilized.

Rated at 2,500 tons per day, the Dagupan base often exceeded its allotment. The base, in 45 days of operation, discharged at ship's side and transported across the beaches and into its service dumps approximately 122,000 tons of supplies and equipment—more daily tonnage than is handled at many ports in the United States. Some 5,000 Filipinos recruited from the neighboring communities furnished a great part of the manpower and also provided a considerable portion of the clerical and supervising personnel to complete the organization of the Sub-base.



Headquarters, Sub-base No. 2. The building on the left is Headquarters, on the right, a warehouse.

Ship unloading at river dock at Dagupan.



A view down the Dagupan River, looking past the Sub-base Headquarters.

"Beer, beer, beer," said the Privates . . . When this picture was taken, the beer stockade, surrounded by barbed wire and thirsty throats, was accumulating sufficient quantities to make the second beer issue of the campaign. Beer is the popular beverage where it is available.

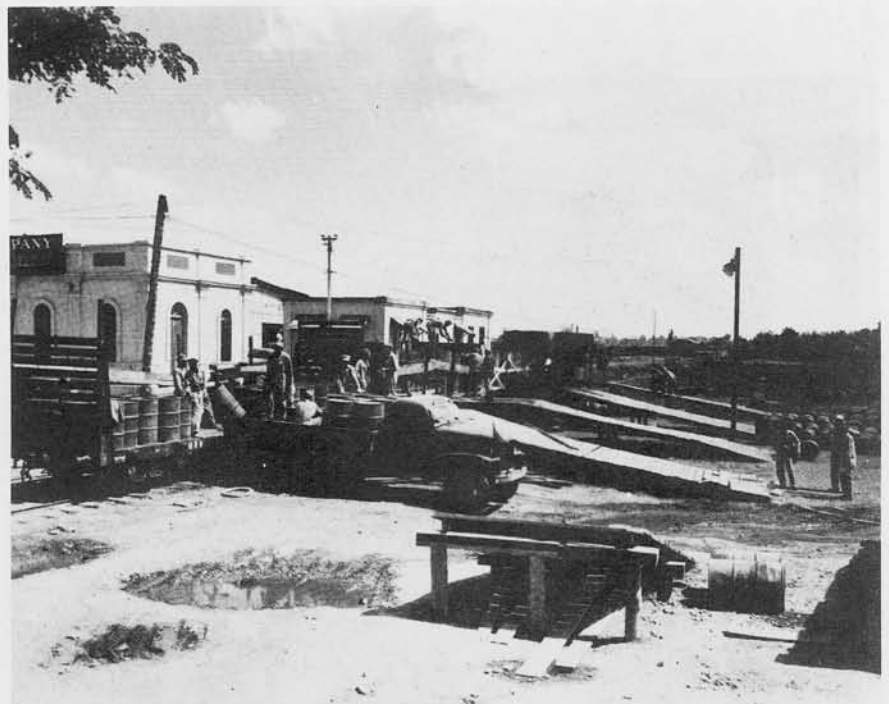


"Here come rations". When the combat units had only $1\frac{1}{2}$ days of food in their unit dumps, personnel at Dagupan decided to do something about it. Even though it meant adopting questionable ship unloading practices, the food came ashore—2500 tons of the precious body fuel in two days—some 900,000 rations—taking the pressure off, and assuring the fighting man his three square meals per day.



Packages were rolled off the loaded LCT's furnished by the USN and the LCM's supplied and operated by Engineer Boat and Shore units, onto long lines of roller conveyor. The conveyor system, nearly a quarter of a mile in length, operated by Filipino labor, transported the boxed rations into the QM dump where it was sorted, stacked and issued in quick order.

Loading gasoline drums on freight cars to be transported to southern areas.



Gasoline stations for vehicles.



Engineer dump at Dagupan.

Construction timbers at the Engineer Dump in Dagupan.



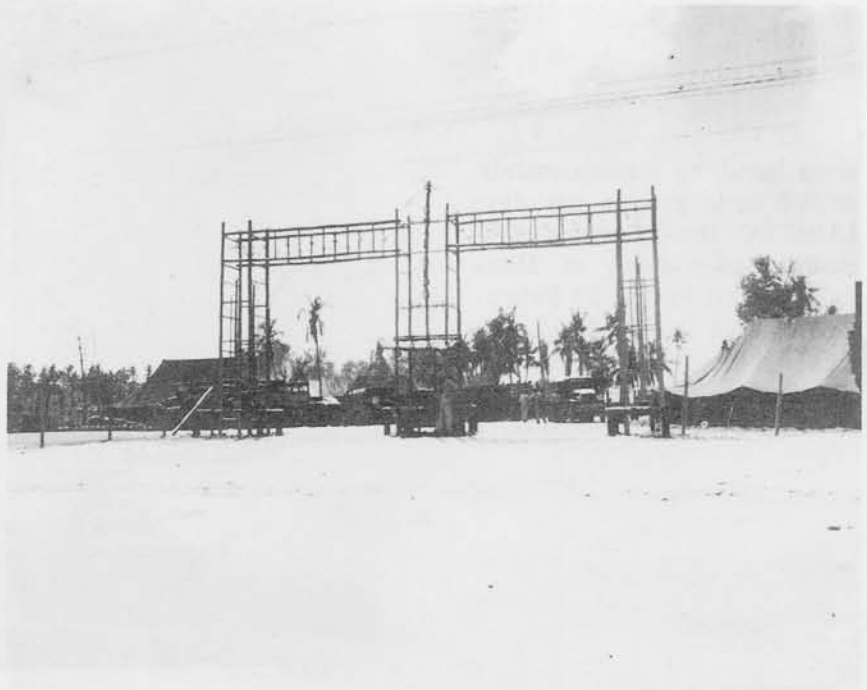
Pumping oil out of oil barge.

No. 3

This base, operating at Orange Beach and at Port Sual, included Quartermaster, Ordnance, Port Command, Chemical Warfare, Service and Medical sections. Several thousands tons of Quartermaster supplies, together with Engineer, Signal, Medical and Ordnance spare parts, were handled at this base. Approximately 10,000 tons of Ordnance ammunition were unloaded and carried by truck convoys to southern ammunition supply points. 300 tons of Chemical Warfare supplies were also unloaded and distributed in the same manner. In addition, all aviation ammunition and bombs were handled here.

Initially, about 150 civilians were employed. This rapidly rose to 750 as operations went on a 24 hour basis. Inasmuch as the need for this base was temporary, it was soon abandoned and all stocks issued to units or transported by truck to Dagupan.

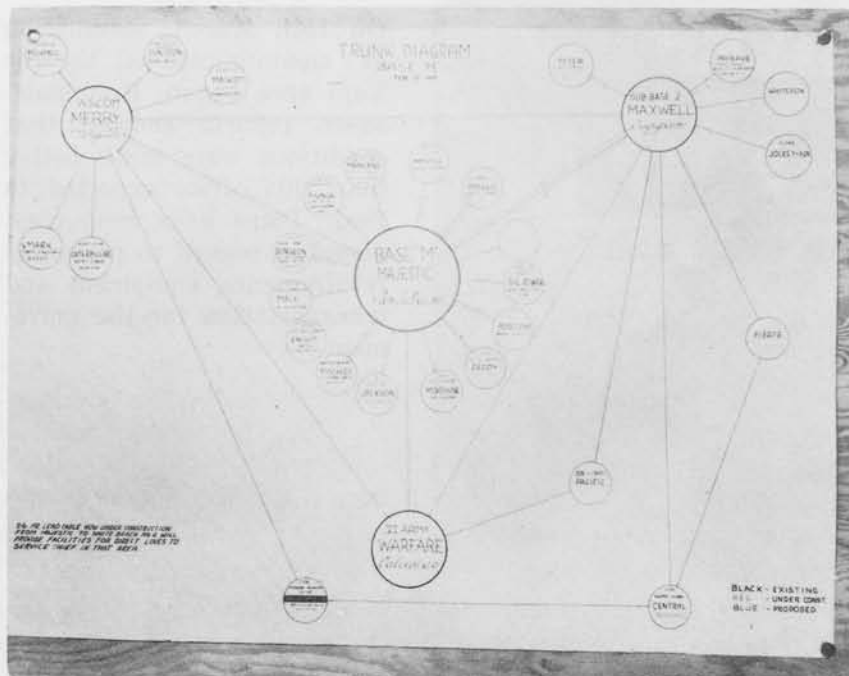
SIGNAL SECTION



Staging and detailed planning for the Base M operation was completed at Leyte.

Operations were begun immediately upon arrival at the Lingayen area. Extensive reconnaissance resulted in a good working knowledge of conditions present. A depot site was selected at Dgupan and preparations made to transport Signal equipment from Yellow and White beaches to this area. The Signal Office was set up at San Fabian and put into operation by S plus 2.

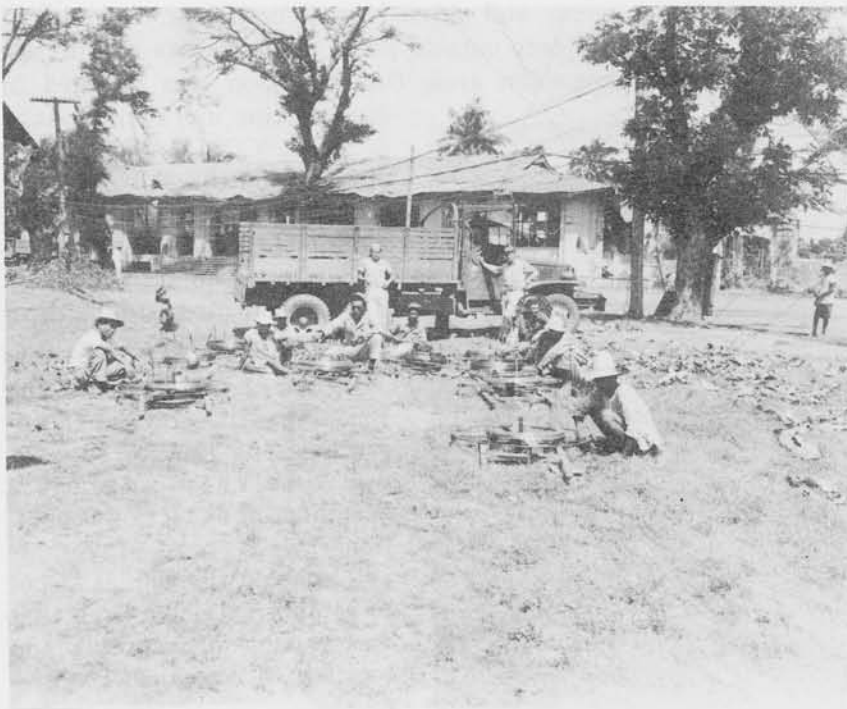
Signal units coming in established their bivouac areas and started construction of communication lines immediately. One battalion installed all Air Force outside plant requirements well in advance of specified target dates in the Lingayen-Mangaldan area. One battalion was engaged in construction and maintenance of the ASCOM Base M trunk circuits and the railroad communication system. This unit also installed a spiral four cable from Lingayen to Clark Field, finishing four days ahead of schedule.



By 14 January 1945, the Base Signal Depot was in operation. The flow of supplies was entirely satisfactory. Weather and terrain conditions were most favorable and enabled the Signal Depot to establish a depot area that was capable of handling and meeting all logistical requirements.

Two Signal Centers were initiated and by 1 March 1945

were handling approximately 40,000 code groups per day. LUBSEC Headquarters officially closed down at Mangaldan 0001 hours, 23 February 45. All traffic for LUBSEC was relayed through Mangaldan Signal Center to their Manila Headquarters.



On 15th March, installation of communications to the Tojo area began. Reconnaissance reports showed that conditions were much better than this office expected to find. Plans have been completed in regard to personnel requirements, equipment and transportation for the movement.

QUARTERMASTER

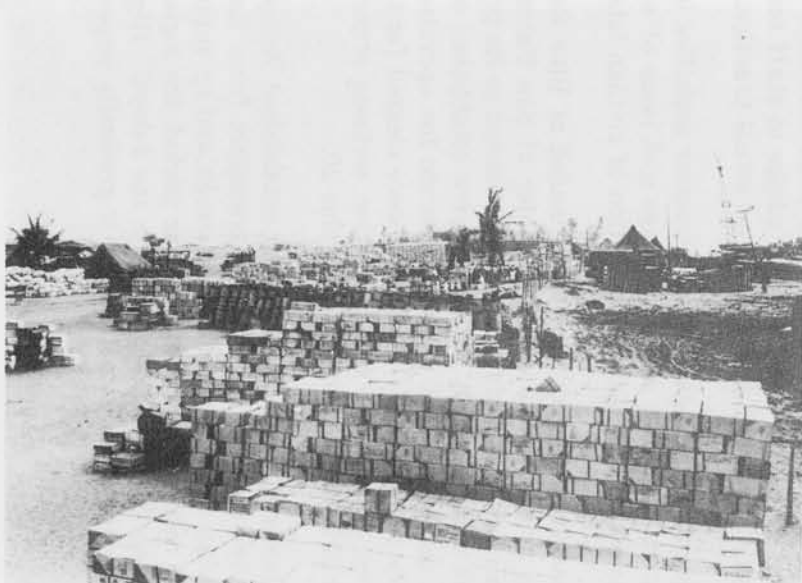


All preparations and plans for Base M Quartermaster operations were formulated while staging at Leyte during the months of November and December, 1944. At that time tentative QM areas and installations were plotted and allocated. An entire staff, both officers and enlisted men were assembled, assigned duties, and prepared for the operation. Such preparation took the form of actual work with Base K personnel, formulation of policy, and technical advice to staff sections. A sub-base was started and operated for 30 days at Tolosa, Leyte, by way of actual practice.

In the plans, all phases of Quartermaster activities in connection with each base and sub-base were treated, including receipt, storage and issue of all classes of Quartermaster supplies in support of tactical troops, fullest utilization of civilian labor, and development of re-supply schedules.

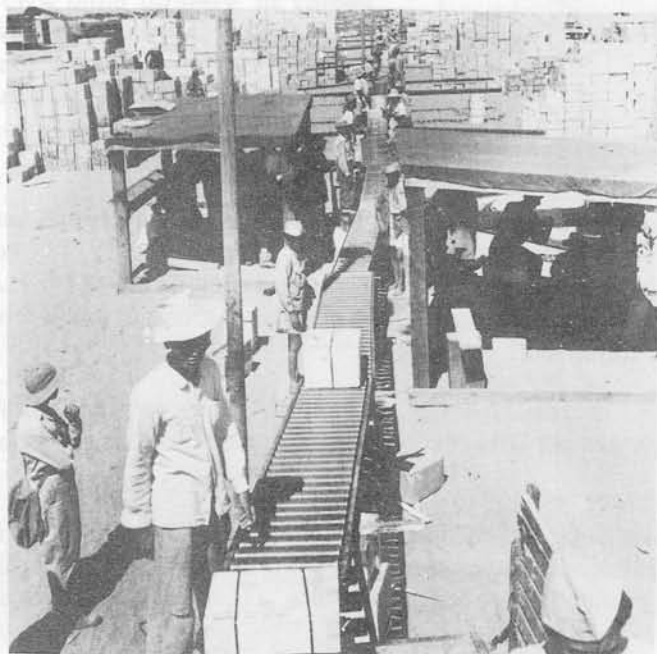
The Quartermaster advance party landed at Blue Beach, Lingayen, and established a temporary office in a private dwelling in the center of San Fabian. A Service Center was established between San Fabian and San Jacinto, later to be moved to its present location at White Beach No. 2. Within a few days after landing, sub-bases were established at White Beach, Dagupan and Port Sual, and sufficient personnel were allocated thereto for operation. At this time, plans were made for taking over supply responsibility and areas were cleared for the storage of supplies. Master stock records were set up, supply and administration sections organized, and all activities coordinated for the beginning of active operations on S plus 20.

On 29 January, 1945, Sixth Army established Army supply points at Rosalis and Tarlac, which were maintained by motor and rail transport from Base M dumps. Heavy demands caused by units arriving without maintenance stocks and by supplies lost through combat made it impossible to build up required reserves. At one period, the logistical strength was 300,000 and there was approximately 5/8 of a day's supply in the dumps. High priorities on ration ships were established in order to remedy the situation and it gradually improved.



Buildings were erected in which to store some of the supplies but the volume handled was so great that much had to be stored on the open ground. A great amount of civilian labor was used in order to maintain the heavy schedule necessary to supply front-line troops.

In order to aid and speed up the handling of supplies, roller conveyors were brought in and installed.



Offices were set up right on the scene of operations in order to coordinate the overall activities.

The main QM bakery in a building of Filipino construction.





The Class III situation during the period covered by this history has been one of grave importance. The normal day's supply of V-80 on hand averaged 1/10 to 1/2 day's supply, based on an average consumption of 300,000 gallons

daily. Prior to the construction of shore tanks, V-80 was supplied by beaching barges and filling drums on DUWKS.

A petroleum jetty, together with a 10,000 barrel storage tank was constructed at Alacan and put into use for V-80. Three 1000 barrel storage tanks were constructed at Dagupan for V-80, together with a temporary drum filling plant, public service station and a tank truck filling point. A four-inch pipeline was completed from Alacan to Dagupan and construction was begun on a line to Tarlac for 6th Army and a permanent drum filling point at Alacan.

In order to receive ocean-going tankers at the petroleum jetty, it was first necessary to lighten the vessel by use of barges and Y-tankers, which are at present used for shuttle service between ocean-going tankers and the jetty.

An additional 10,000 barrel tank for V-80, one 5000 barrel tank for ADF and one 5000 barrel tank for Bunker "C" have been completed. Additional storage for bulk V-80 is also being operated by Sixth Army at Dau. These facilities have greatly improved the Class III situation and all items are now at a safe level of supply.

At an early period, a base cemetery was established in the vicinity of Santa Barbara. Combat cemeteries and isolated burials have been and are being consolidated in this one plot. A morgue with cement floor was completed about 17 February, 1945. The construction of a cemetery chapel was completed 25 March, 1945.



At the left is a picture of the cemetery in Santa Barbara.



Considerable abandoned and worn-out property has been accumulated and turned over to the Quartermaster Receiving Depot. Also, captured enemy equipment has been collected and stored.





In the same area with the captured enemy equipment are repair shops operated by a salvage repair company. These shops are sufficient to service the repair needs of approximately 200,000 troops.

Another important function of this Quartermaster section has been the handling of the merchandise which will be sold in the Army Exchange stores.



ENGINEER SECTION

Uncrating a Tractor.



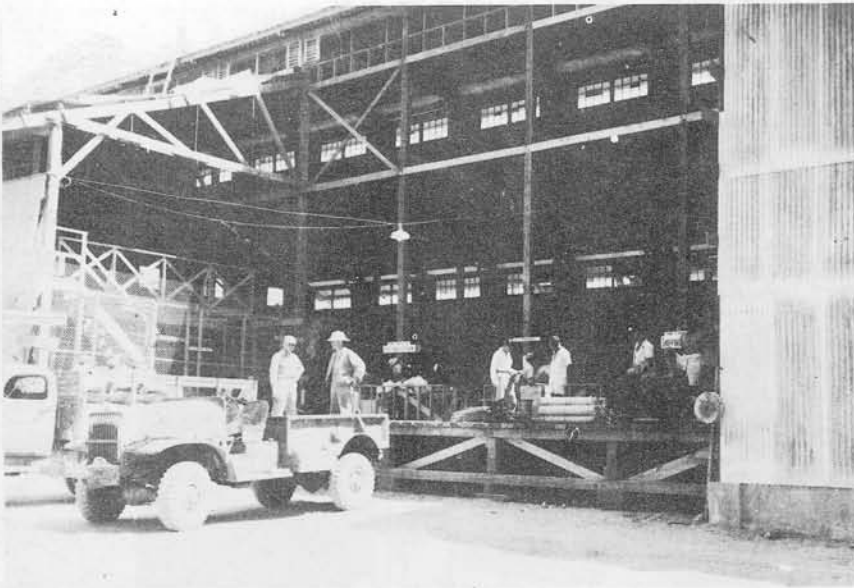
Initial planning was accomplished at Hollandia and Leyte. Upon arrival in this area, Base Engineers set up administrative offices in the San Fabian school building to be moved later into the old Domestic Science school building.

An Engineer Depot Group operates an Engineer Supply Depot at White Beach. At the present time sub-depots at Dagupan and Calasiao are operated by an Engineer Parts Company. The office

of the Base Engineer is charged with maintenance and repair of base buildings, structures, grounds and utility systems. It is also charged with minor construction such as necessary alterations and rehabilitation. Also, under its jurisdiction comes water supply, electrification, refrigeration, maintenance of supply of maps, fire-fighting, and the maintenance of roads. One of the more interesting and larger problems has been that of acquiring land and buildings for base operations.



Crawler tractor holding beach craft ashore during the unloading of craft.



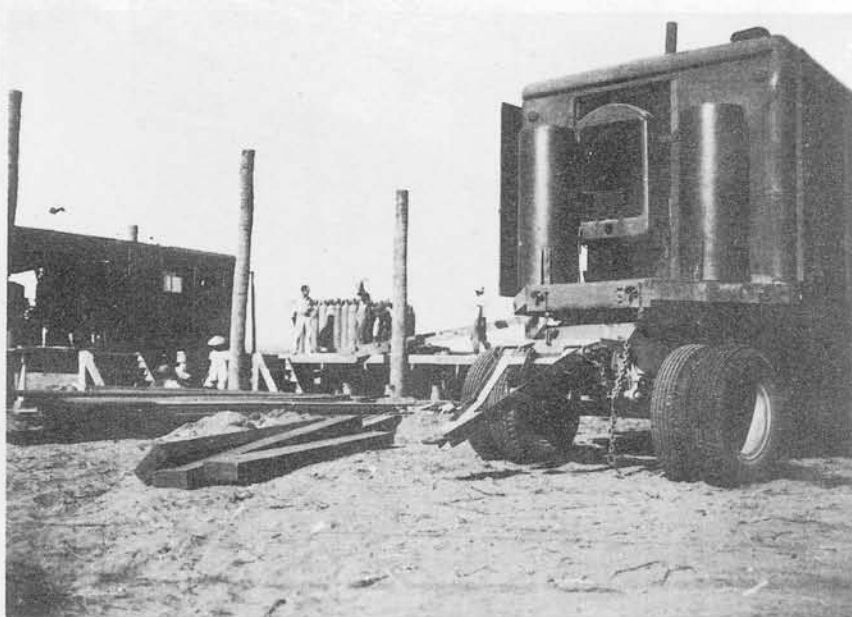
Loading supplies at the Engineer Depot south of Dagupan.

Oil-treated roads have contributed much to the rapid movement of troops and supplies in this campaign. This road leads from Mangaldan to Dagupan.



Scene showing pipe in Engineer Depot at Dagupan.

Manufacture of oxygen and acetylene in the Engineer Depot by a Gas Generating Company.



Lighting system installed by the Base Engineer to facilitate operations on White Beach at night.

General view of Engineer Depot Yard with carryalls, rock crushers, trailers and bulldozers in the foreground.





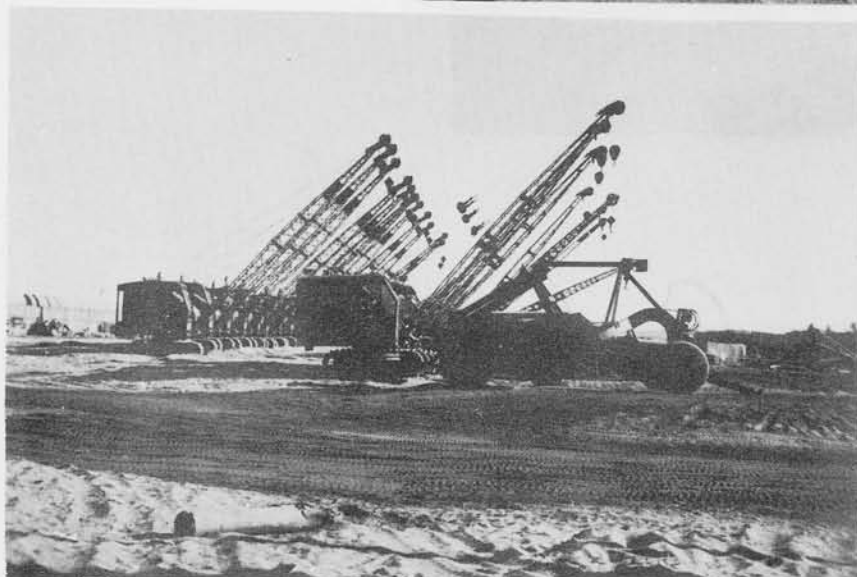
Navy cubes piled along beach side boundary of Engineer Depot Yard.

Building leased by Engineers and now used as warehouse for Engineer Depot located south of Dagupan.



On the road between Mangaldan and Calasiao an Engineer truck is laying down an oil treatment.

Things do not always go as they are planned. Here a crane is almost submerged on White Beach. Crawler tractor in the foreground is holding crane in its present position.



Cranes in the Engineer Depot Yard awaiting issue.

Gasoline storage tank near White Beach.





Bird's eye view of the equipment yard in the Engineer Depot.

Caterpillar crawler tractor with tractor crane bringing in crated equipment from the beach.



ORDNANCE SECTION



On 15 October, 1944, the Ordnance Base Group composed of ten officers and 31 EM arrived at Hollandia. The Commanding Officer served as Ordnance Officer in addition to being Commanding Officer of the Group. Upon

arrival at Leyte on 12 November, 1944, the planning office was set up. Staff Officers of the Group were placed on TD with Ordnance sections of 6th Army and Base K. For the purpose of efficiency, the Ordnance Office of Base M was broken down into administration, general supply, maintenance and ammunition sections. The administration section was set up at headquarters with sufficient operating personnel attached thereto.

After initial stages of construction of warehouses, laying out of bulk storage areas,

the supplies from resupply ships soon began to pour into the depot. A large area was set aside for the receiving section in order to expedite the storing and tallying in of supplies. Items were issued from the vans while bulk storage was segregated and placed on dunnage waiting the construction of additional warehouses. Critical shortage of vehicles, mainly 2½ ton cargo trucks and jeeps, was a major problem. To meet this serious shortage until such time as vehicles arrive on resupply ships, a system of priority of issue by S 4 of this Base was established. On 15 March, 1945, notice was received from USASOS and





PHIBSEC that the issue of vehicles without their approval was frozen until 1 April, 1945.

The maintenance Section from 29 January to 15 February received 615 job order

requests, completed 414 work orders, salvaged 88 vehicles, in addition to operating of a second echelon supply depot.

On 1 February, 1945, an inspection station was established and all incoming vehicles requiring 3d and 4th echelon work were inspected to determine if the units were performing their responsibility of 1st and 2d echelon maintenance. An inspection team was organized to visit the various companies of the Base which the Ordnance were responsible for servicing to determine the degree of 1st and 2d echelon maintenance being performed. Any discrepancies found were reported to the company commander by a command channel letter. Since the organization of these teams, a remarkable increase of 1st and 2d echelon maintenance and a corresponding decrease of dead-line percentages was noted.



It was soon found that due to the technical situation and the shortage of transportation, it would be necessary to establish larger ammunition dumps near the beach. Therefore ammunition personnel were sent to Port Sual, Rabon and White Beach No. 2 in order they might expedite the unloading of ammunition ships and pass it on to the combat units. The ammunition companies from S day to 15 February, 1945, unloaded approximately 27,000 tons of ammunition from ships and issued approximately 13,000 tons to combat troops. In accordance with plans for beach ammunition depots, work was started on 31 January, 1945,

in clearing areas for two ammunition depots at Rabon. Within a few days we were ready to receive ammunition at these depots.

All ammunition required by 6th Army initially was moved from Sual Ammunition Depot.



On 15 February, 1945, Base M received instructions from 6th Army that the base Ammunition Section would be required, in order to meet technical requirements, to unload 2,000 tons daily from ships and ship 1200 tons from the depot to the combat units. At that time three ammunition ships were in the harbor awaiting discharge. From a period 19 February to 21 February, 3,603 tons were off-loaded from the SIMMONS; during the period 23 February to 26 February, 3,772 tons were off-loaded from the McFARLAND; and during the period 17 February to 20 February, 4,515 tons were off-loaded from the COURIER. In addition to this record-breaking tonnage, 800 tons daily was shipped to combat units.

Information received from Ordnance Officer, PHIBSEC, indicated that beginning 13 March, 1945, more ammunition ships would arrive and be discharged at Base M. Immediate plans were made with the Base Engineer to start construction and enlargement of ammunition depots. At the present time, 2 ships are in the harbor and are being discharged.



In accordance with directive from the Base Commander all sections of Ordnance have submitted plans to accompany each echelon, logistics required for move, and tonnage to be hauled.



Much captured enemy equipment has been stored in the Ordnance Service Center. Rifles and machine guns are repaired and cleaned up and turned back into stock for issue to Guerrillas and members of the Philippine Army.



CHEMICAL WARFARE

After working out initial plans and details for operations on the M-1 operation, the Chemical Warfare Service office was opened at San Fabian by S plus 2. On this same day, the Chemical Composite Company landed and moved into their assigned area, 21½ miles southeast of San Fabian. At the Chemical Warfare Service Center were lo-



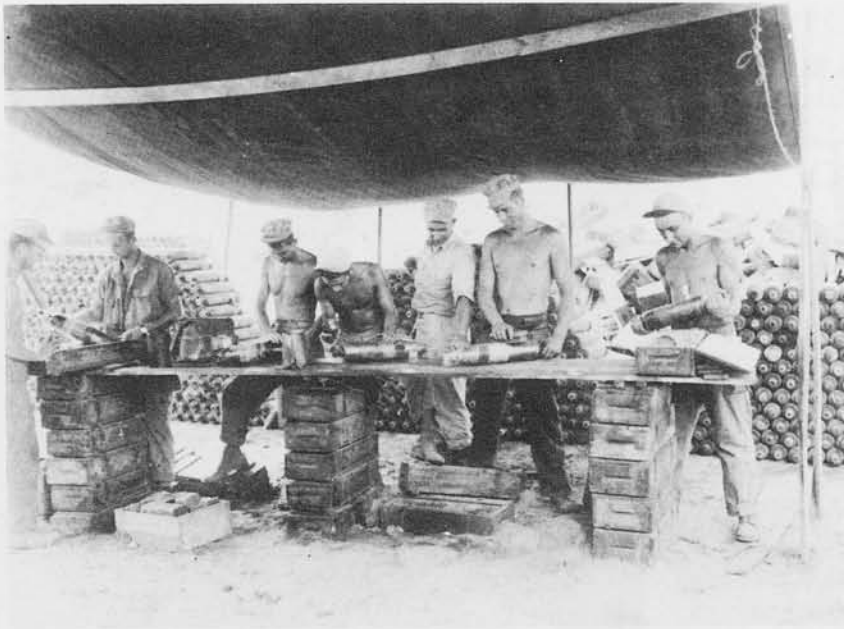
cated Chemical Warfare Service Class II Depot and the Chemical Warfare Service Maintenance Shop. A Class V Dump was operated on White Beach together with a 4.2 chemical mortar shell renovation plant. Service Depots were also operated at Sub-base 2 and 3.

200 Filipinos were used daily in the Chemical War-

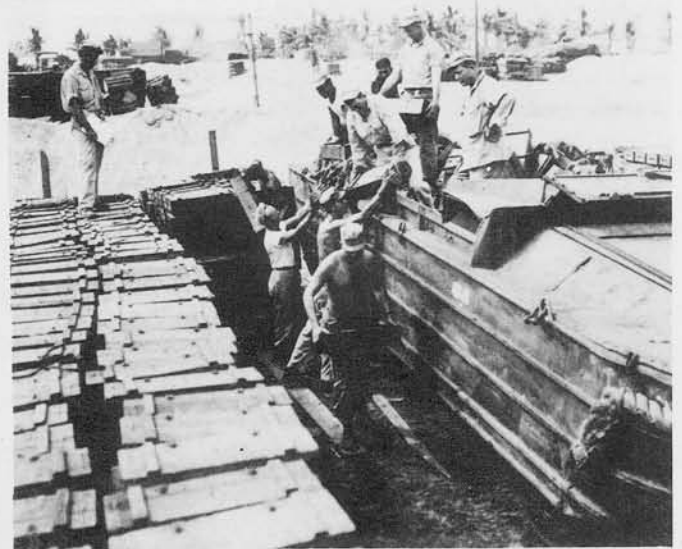


fare Service installations to augment personnel of the Chemical Composite Company. The most important activity has been the receipt, storage and issue of 4.2 chemical mortar ammunition and the renovation thereof. Up to date the section has handled 8,500 tons of supplies. It has also shipped about 80,000 rounds of 4.2 besides renovating and issuing 15,000 rounds.





Renovating 4.2 Mortar Shells.



Unloading 4.2 Mortar Shells.



CWS Supply Dump.

Mess Hall, Chemical
Warfare Service Center.



Depot Office, Chemical
Warfare Service Center.

BASE SURGEON



The Base Development and Planning Section, Medical Department, began functioning on 5 October 1944 at Base G, APO 565. Tentative plans for the M-1 operation started at this point. Sanitary orders were drawn, Medical

Supply plans completed, possible sites for hospitals. Medical Supply Depots and other medical installations were selected on map LUZON in the San Fabian and Santa Barbara areas. An SOP for the Base Medical Section likewise was drafted.

Requisitions were submitted to Commanding General, Sixth Army, for ambulances, dukws, quarter ton trucks, litters and sea ambulances, required to activate a provisional ambulance company for evacuation of patients from mobile hospitals to fixed hospitals, air strips and also for the transportation of medical supplies from ship to shore and to forward dumps. Briefing instructions were prepared and published for medical units scheduled to participate in the M-1 operation. A comprehensive plan of evacuation of casualties was also formulated.

Staff meetings of all officers of the Medical Section were held and orientation conducted by the Surgeon, relative to the responsibilities, duties and problems likely to be encountered. Counter-intelligence reports received before the invasion



were invaluable. The type of diseases, so prevalent in the tropics when troops occupy territory formerly occupied by the enemy were stressed.

When the invasion was successful and our troops advanced to points further inland, Evacuation Hospitals relieved the Collecting Stations and Portable Hospitals.



A Station Hospital (T/O-250) beds arrived in the area on 22 January 1945 and bivouaced near the town of Lingayen. This hospital site was easily accessible, located 300 yards off the National Highway on a shady beach with a 2,000-ft. frontage along Lingayen Gulf, and extending back to a depth of 700 feet. The hospital was established under tentage, relieving an Army Evacuation hospital. School buildings, churches and civilian properties were considered as possible hospital sites. One station hospital was established in the Pangasinan Elementary School Building in the town of Calasiao. This building was supplemented by the erection of one prefabricated building, which was used as a kitchen. Bamboo-framed ward tents provided additional bed space as required. Civilian labor was used in the construction. Medical Sanitary and Medical Composite Units were used to supplement the efforts of the hospital personnel and the Engineers in the establishment of the hospital.



Civilian labor was used in the construction. Medical Sanitary and Medical Composite Units were used to supplement the efforts of the hospital personnel and the Engineers in the establishment of the hospital.

Civilian employees were used by the Medical Section in clearing areas prior to occupation by hospitals and other medical units. In addition, certain female civilians, those considered to meet physical standards and competent to assist our nurses and corpsmen, were employed. Early in the campaign when very few members of the Army Nurse

Corps were present, their services proved invaluable and had a definite bearing in improving the morale of our troops wounded in action.

In summarizing the history of the Medical Section after its arrival in Luzon, it should be pointed out that its responsibilities entailed hospitalization and evacuation, sanitary inspections of areas and testing of water points, malaria surveys and venereal disease control in an area extending from Damortis as far west as Port Sual and south to the Pampanga River. The civilian affairs representative of the Medical Section coordinated his activities with other services and civilian relief and obtained permission for the use of Japanese medical supplies for use by the civilian medical establishment. Two dental clinics and one laboratory have been established to provide adequate dental care for our troops. The Base Veterinarian, together with the Food and Nutrition Officer have cooperated with the Base Quartermaster in the inspection and distribution of food with particular attention to hospital rations. Canned fruits, fruit juices, fresh eggs, fresh meats and a limited supply of perishable foodstuffs have been issued to hospitals within the last sixty days.

THE SPECIAL STAFF

S-1

The S-1 Section was able to overcome major personnel problems in several ways. In some instances it was necessary for one man to do the work of two. In addition Filipino labor was employed to alleviate the labor problem. By a process of transferring officers and EM within various sections, together with the acquiring of personnel either by assignment or on a TD status, the shortage was alleviated sufficiently to enable the base to operate successfully.

S-2

During the early planning stage, the S-2 Section secured maps, aerial photos and terrain studies which were made available to the various Staff Sections. Also, a series of lectures were given to the personnel of this Command on Japanese espionage, Japanese equipment, and the danger of loose talk.

After reaching the objective area, this Section maintained close liaison with Intelligence agencies of tactical as well as USASOS units. This office received many documents, maps and other Japanese material which was forwarded to higher headquarters for evaluation. A combination G-2 and G-3 Tactical Situation map was maintained in the Operations Room. Besides the various histories required, Intelligence bulletins and security posters were made and distributed.

S-3

After taking an active part in the initial planning stages, this Section was very busy in formulating and executing plans for the security of the Av Gas Tank at Alacan and the POL line from Alacan to Clark Field. Also, much time was required in setting up and inspecting plans of perimeter defense. Promiscuous firing by troops in the vicinity created a great deal of unrest and uneasiness. This office carried out investigations in an effort to locate the violators. This section maintained an up-to-date record by coordinates of the location of all Base M units.

S-4

After the routine planning during the staging period, the S-4 Section actually started operations at San Fabian 13 January 1945. Liaison officers were placed with Sixth Army, I Corps, XIV Corps and the 43d Division. All requests for priorities for cargo booked in rear bases were handled by the Priorities Section through Transportation Corps, Sixth Army. The Reports Section submitted their first G-4 Periodic Report to ASCOM 21 January 1945. By January 1945 forward hauls were started to Army supply points. S-4 coordinated with Sixth Army the priorities of cargo to be hauled; on 13 February 1945 the Base reverted to the control of USASOS. This changed the Base procedure of supply. Priorities for forward shipment were changed to be handled by a GHQ Regulating Officer.

CIVIL AFFAIRS

On the 7th of February 1945, Base M Civil Affairs assumed control of the recruitment, classification, and assignment of civilian employees in the Base M area from ASCOM.

The labor setup as established by ASCOM was taken over without change with the exception of a new type of payroll required by Finance. Until 20 February, Class A Agent officers were paid at the Civil Affairs Headquarters in Mangaldan through a Class B agent. At that time the method was changed from paying civilians on a daily to a weekly basis involving a more complicated payroll and being handled entirely through the Finance Offices at Base M and at Sub-base No. 2.

The four district offices established by ASCOM were taken over, and in addition, three more district offices were opened with the increase of only one officer in the section.

Former wage scale for employees hired on a monthly basis was found to be applicable only to the Manila area. Therefore a new wage scale was drawn up for this area with provision for reclassification and promotion of employees. All employees earning more than ₱1.50 per day were registered and assigned numbers through the district offices. Constant check was made to insure that proper wages were paid according to the employee's classification.

The types of employment at which civilians could be used was greatly increased by Logistical Directive No. 2, Civil Affairs No. 1, Hq ASCOM, 9 February 1945, which stated in part: "To the maximum extent practicable, enlisted men will be supplemented by civilian employees, with a view to making the maximum number of enlisted men and troop units available for work where civilian employees cannot be used." This authorized such employment as mechanics, truck drivers, draftsmen, watchmen, janitors, cooks and mess attendants. This does not include, however, civilians to be used for personal services.

Civilians are being mainly used at the following type of work: Camp construction, airfield construction, office work, operation of dumps, hospital operation of Signal installations, railroad workers, interpreting, investigating, guiding, truck driving and repairs, stevedoring, guarding, highway construction and kitchen work.

Steps were taken to prevent large public gatherings, through conference with the Governor and local mayors, due to the lack of, Military Police to enforce order among the military.

PROVOST MARSHAL

The office was activated, as a part of Base M at APO 72. The plans and Standing Operating Procedures for the future move were promulgated at this time.



An advance party, 5 officers and 2 EM, arrived at APO 70 on S plus 2 and established a temporary headquarters, the remaining personnel beached at S plus 4. The early stages of the operations at APO 70 were carried out under serious handicaps. The traffic section was faced with the major problems of expeditious routing of divisions from the beach to their respective bivouac areas, rerouting traffic when bridges and roads were impassable or under repair. The enforcement of speed regulations was carried out by handing out numerous tickets and by posting the area with directional and speed signs.



The area was expanded to include approximately 400 miles of road net.

The responsibility for policing San Fabian, Dagupan, Tarlac and numerous smaller towns presented many problems involving black market, pillage, manslaughter, and a multitude of other offenses.

The Base M Stockade at Lingayen accepted prisoners on 2 February, 1945. Due to diligent work by the Prison Officer, the stockade functioned with a minimum of supplies and personnel, and in accordance with regulations. There have been approximately 250 prisoners processed up to March 15.

The Prisoner of War Camp personnel arrived 16 January 1945, and prisoners were being accepted five days later. From a crude inclosure, consisting of one block 40' x 80' made with three strands of barbed wire, construction has progressed very rapidly. At present there is a well organized camp which has a complete water system, a lighting system, and an adequate drainage system. All tents are framed and showers are being installed in the hospital and women's compound.



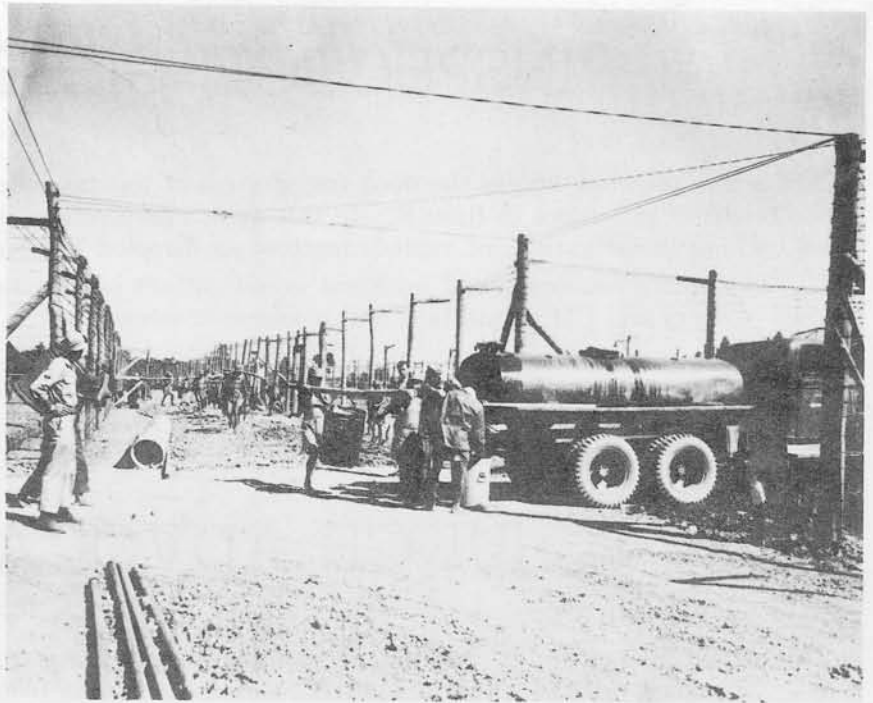
To date, one of the most serious problems to arise has been pilfering. Measures have been taken to eliminate it and the matter is constantly being given attention and study to reduce same. In view of the approximately 400 miles of road net and 2000 square miles of area to be policed, the personnel has been inadequate.

To date this office has records to show 108 Criminal Investigations have been conducted, 1819 delinquencies have been called to the attention of the various units and over \$10,000 worth of Government property and equipment has been recovered.



One of the Block kitchens. In the foreground is a well, water being used for bathing and washing clothes. Wicker work around well is to prevent dirt and spilled water from running back into the well.

Carrying water for drinking and cooking purposes into block kitchens. Prisoners carrying G. I. cans are coming from Formosan Block. Picture taken from North-South runway looking north.



Chinese national splitting bamboo for wicker work around wells, racks to store supplies, mosquito bar frames and many other uses.

INSPECTOR GENERAL

During the planning stages the need for services of the Inspector General were not great so the office rendered assistance to Base K. In this area, every person of the Department is kept at top speed making investigations of various matters as directed by Headquarters, Base M, and PHIB-SEC. This office has conducted informal investigations of various units and installations and has advised officers and EM on military and personal matters.

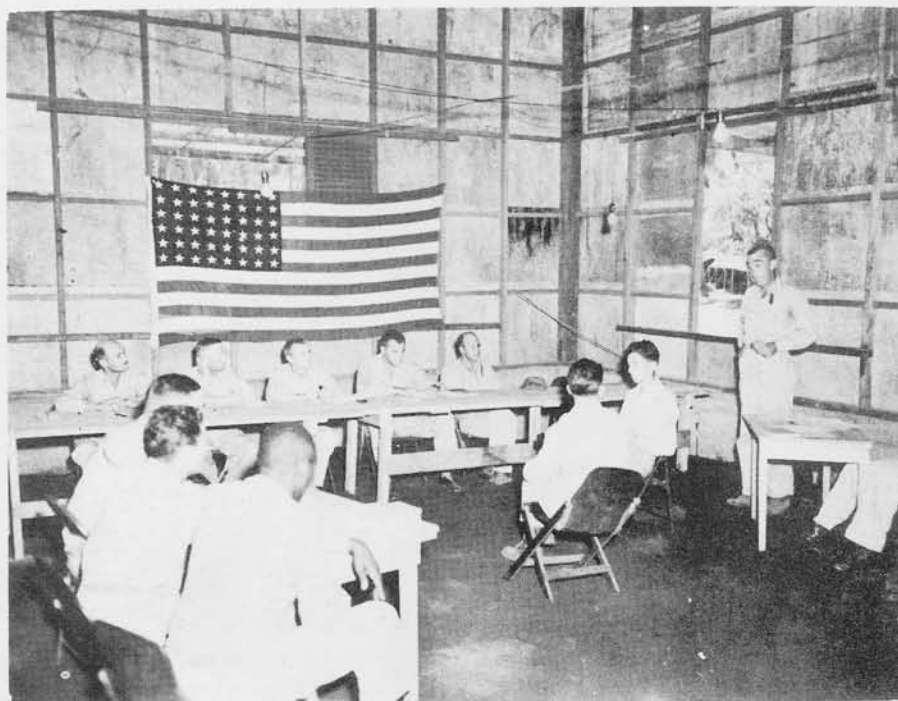
JUDGE ADVOCATE

This office missed out on the initial planning stage inasmuch as no officer arrived until after S day. However, upon reaching the objective area, there was plenty of work to be done. A full-time investigating officer works out of the office and is attached for administrative purposes. At the time being he is assisted by a second officer.

Maritime Casualty Claims Investigation Office is now in the process of being formed.

Although the review of courts-martial cases constitutes the bulk of the work of this section, Special and General Courts have been appointed and are kept very busy.

In addition to the foregoing, much time has been given in rendering advice to both officers and enlisted men on personal matters.



ADJUTANT GENERAL

Some of the personnel now on duty in this Section participated in the ASCOM Base Development Section at Hollandia. By the time the Section was ready to leave Leyte, additional planning and acquiring of personnel made us ready for work in the combat area. The Section is broken down into Personnel, Miscellaneous, Message Center, Mail Room, Records, Radio and Cable and Publications. The first of the personnel arrived at A.P.O. 70 on S plus 2 and were followed shortly thereafter by the balance. Personnel were furnished Sub-base 2, which necessitated an A G representative in that command.

FINANCE

This office participated in the initial planning at Base K and effected the movement forward of large amounts of money when the personnel moved to the objective area. On or about 15 February 1945, Finance Offices were set up at Sub-base 2 as well as San Fabian.

At the present time, this office is paying approximately 300 payrolls and an estimated 25,000 civilian employees and laborers together with a large amount of commercial accounts. In addition, millions of dollars are furnished to the combat units each month.

CHAPLAIN

The Chaplain's Office was organized at APO 72 about 15 November, 1944. There, supplies to serve the chaplains of Luzon were requisitioned. Since arriving at this Base, about 18 chapels have been built in this vicinity. There are two Catholic, two Protestant and one Jewish chaplains to administer the Base functions. Surveys have



been made of all units and services have been arranged so that no person will have to go over one mile to attend the religious service of his faith. The Base M Chapel, which has a seating capacity of 450, was dedicated 4 March, 1945.

HEADQUARTERS COMMANDANT

From the very beginning at Hollandia, this office has been very busy acquiring supplies and equipment for the movement forward. After arrival at Leyte, this Section continued getting more supplies. In addition, this office,

was put in charge of a training program for personnel who were not on some specific duty.

Upon arrival in the combat area, buildings were acquired for the Headquarters area. Arrangements were made for a neat, orderly and comfortable camp. A recreation hall has been built for the EM, while the officers enjoy using the combination club, mess hall, and PX. Whereas sufficient buildings could not be located in which to house the offices, additional tents were erected with wooden floors. This office is responsible for the housing, feeding and supplying of approximately 1,000 men in addition to furnishing transportation. A Motor Pool is operated together with a Utilities Shop in which much of the office furniture has been built. Separate messes are maintained for the officers and men.



SPECIAL SERVICES

This office participated, also, in the planning conferences at Leyte. Personnel arrived shortly after S day and by S plus 13, Special Services supplies were being unloaded into a warehouse. Gratuitous issue of magazines was started the following day, while the issue of PX supplies to units was accomplished by S plus 26.

Two warehouses are now being operated in this area—one at Sub-base No. 1 and one at Sub-base No. 2. All construction and repair of the Special Services areas and warehouses has been accomplished by the Section.

Entertainment such as G.I. and civilian show units have been performing since S plus 13 and have delivered over 200 performances. Special Services platoons are operating in San Fabian, Urdenetta, San Jose, San Fernando and Tarlac.

INFORMATION AND EDUCATION

During the earlier staging periods, the efforts of this Section were concentrated in the successful preparation of a Base newspaper which would keep personnel well-informed of up-to-the-minute developments. Originally known as the BULLETIN, it is now called the BASE M TIMES. Two pages are put out daily with a four-page edition on Sundays. The paper has proved to be so popular that 3,000 copies are now being distributed daily with some copies going to combat troops in this sector. In addition to the newspaper, I and E Bulletins have been sent out to all unit I and E officers as an aid in supervising and coordinating I and E activities. Information and forms for enrolling in the Armed Forces Institute Courses and University Extension Correspondence Courses have been given wide distribution. Bulletin Boards have been constructed and placed where they display the latest war information to all.

A warehouse has been established at San Fabian where supplies will be stored as they come in to be issued later.



Front view of Base M
Headquarters San Fabian.



Quarters of Base Commander.

HEADQUARTERS SIXTH ARMY

Office of the Commanding General

APO 442

AG 201.22

12 February 1945.

SUBJECT: *Commendation.*

TO : *Commanding General, Army Service Command, APO 358.*

1. Upon the assumption by the Commanding General, USASOS, of logistic responsibility in the Lingayen area, I desire to express to you and the officers and men of your command my personal and official appreciation and commendation for your wholehearted, highly effective efforts during your service under my command.

2. Although the missions assigned to it were unusually difficult and arduous, the Army Service Command, by the exercise of skill and devotion to duty of a very high order, successfully accomplished them and thus contributed very materially to the success of the operations of the Sixth Army in the Luzon campaign.

/s/ Walter Krueger
/t/ WALTER KRUEGER
Lieutenant General, U. S. Army
Commanding

A TRUE COPY:

E. A. BROWN, JR.
Colonel, C. E.

**GENERAL HEADQUARTERS
SOUTHWEST PACIFIC AREA
Office of the Chief Engineer**

CE 200.6 (14 Mar 45) E

ADV ECH, APO 500
14 March 1945

SUBJECT: *Commendation.*

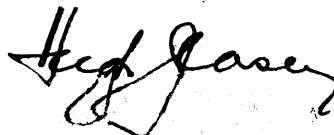
TO : *Commanding Officer, Base M, APO 70.*

1. The attached commendation from the Commanding General, Sixth Army, for the highly effective and successful operations of the Army Service Command during the Luzon campaign is forwarded for the information of the officers and men of your staff and units under your command. It is desired that this splendid commendation be transmitted to all units which served under you during that campaign.

2. It is a distinct pleasure to transmit this well deserved commendation for the splendid performance rendered by you and your command during that important campaign. The task of providing logistic support, construction and base development was a most important and difficult one. The success of the entire tactical operations of Sixth Army depended thereon. The highly successful advance by Sixth Army, culminating in the capture of Manila, forcibly demonstrated the successful accomplishment of your important phase of that operation.

3. I extend to you all my personal and official appreciation and commendation for your loyal, unstinted and effective performance of a most difficult task.

1 Incl—Commendation



HUGH J. CASEY
Major General, USA
Chief Engineer

**HEADQUARTERS
ARMY SERVICE COMMAND**

APO 358

AG 330.13 (7 Feb 45) CG

7 February 1945

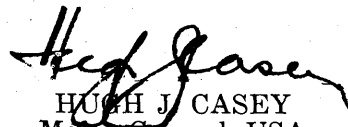
SUBJECT: *Commendation.*

TO : *Commanding Officer, Base M, APO 70.*

1. I desire to express my personal appreciation to you, your officers, and your men for the splendid accomplishment of unloading the S plus 18 convoy twelve hours ahead of the intensive schedule set.

2. This convoy consisted of critically needed personnel and supplies for the current operation. The significance of its importance is reflected in the liberation of thousands of U. S. Army prisoners of war and internees, and the capture of the City of Manila by a major element of the forces that you landed from this convoy.

3. The troops now ashore will tax the facilities of Base M to provide the necessary logistical support, and this will be at least temporarily aggravated by the loss of some personnel and units to Base X, but I am relying on you and your command to overcome all difficulties and continue the fine record that you have established.


HUGH J. CASEY
Major General, USA
Commanding

Copy to:

CG, Sixth Army, APO 442.
CG, USASOS, APO 707.

**HEADQUARTERS
ARMY SERVICE COMMAND**

AG 330.13 (26 Jan 45) CG

APO 358
26 January 1945

SUBJECT: *Commendation.*

TO : *Commanding Officer, Base M., APO 70.*

1. I have noted with distinct pleasure and satisfaction the splendid record attained by Base M in accomplishing approximately ten thousand (10,000) weight tons of cargo unloaded during the past twenty-four (24) hours. You and your men responsible for this splendid achievement merit high commendation.

2. There exists at present a critical shortage of shipping to supply all theaters. It is essential, therefore, that all ships be unloaded as promptly as possible so that they may be made available for transportation of critically needed supplies to this and other theaters.

3. There is a vital need for all forms of supplies to support our present important and accelerated campaign. Our rate of advance and the success of our operations are affected in large measure by the amount of supplies and equipment we can get ashore.

4. The splendid record you have already attained is an important contribution to the success of these important objectives. I would like every individual concerned, including craft operators, winch operators, stevedores, truck drivers and others who have contributed to this achievement to know that their outstanding efforts are recognized and appreciated. I want them to feel that throughout this command we appreciate the importance of their tasks and the hard grueling work they have performed in their accomplishment.

5. It is my hope that all concerned will continue, particularly during the critical period of the next month or two, to carry on in the same splendid spirit they have already demonstrated.



HUGH J. CASEY
Major General, USA
Commanding

Copies to: CG, Sixth Army
CG, USASOS

**HEADQUARTERS
LUZON BASE SECTION**

AG 330.15 (15 Feb 45) CG

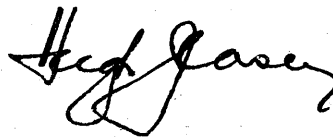
APO 358
15 February 1945

SUBJECT: *Commendation.*

TO : *Commanding General, 4th Engineer Special Brigade, APO 70.
Commanding Officer, Base M, APO 70.*

1. It gives me great pleasure to transmit to you and your organization copy of a letter received from Rear Admiral Forrest B. Royal, Commander Lingayen Control Group and SOPA, commenting on the efficiency and cooperation of Base M and the various Engineer Boat and Shore Regiments engaged on the joint unloading task.

2. The statements made in Adm. Royal's letter with reference to the work of your Command confirm my observation of your performance.



1 Incl—Ltr fm Adm Royal
11 Feb 45.

HUGH J. CASEY
Major General, USA
Commanding

(C O P Y)

COMMANDER AMPHIBIOUS GROUP SIX

U. S. PACIFIC FLEET

c/o Fleet Post Office
San Francisco, California

11 February 1945

Major General Hugh J. Casey, U. S. Army
Headquarters, Army Service Command
APO 358.

Dear General Casey:

Your letter of 26 January, which evidently went to San Francisco and back to reach me, just ten miles from where it was written, came today.

The attainment of the record unloading you mention is a tribute to the efficiency of your own splendid organization, and we are grateful that the seagoing end of our joint effort contributed measurably. The commanders of the various naval units concerned are being informed of your comments.

We have, on our part, thoroughly appreciated the understanding and cooperation all departments of your command have exhibited on every contact. Particularly is this the case with the staff of Base Mike and the several Boat and Shore Regiments engaged in unloading.

It has been my experience in joint service matters that if ever a minor misunderstanding takes place it is usually due to a sectionalized or narrow viewpoint on the part of either party. My job here at Lingayen SOPA has been a real pleasure due to the fact that ALL HANDS seem to want "to play ball." Noteworthy is the fact that with over one hundred merchant liberty ships in and out of here to date—from our point of view—there has not yet been one untoward incident.

Thank you for your letter. With best wishes, I am

Very sincerely yours,

FORREST B. ROYAL
Rear Admiral, U. S. Navy
Commander Lingayen Control Group and SOPA

Copy to:
ComGen 6th Army
ComGen USASOS

(C O P Y)

BASIC: Ltr GHQ, Subject: *Commendation, dated 14 March 1945.*

AG 200.6 (14 Mar 45) E

Ist Ind.

HEADQUARTERS LUZON BASE SECTION, APO 358, 29 March 1945.

TO: *Commanding General, Base M, APO 70.*

1. I take great pleasure in transmitting this well merited commendation for the splendid performance rendered by you and your command.
2. The distinction with which the many important missions assigned your Base were accomplished contributed very materially to the success of combat operations during a critical stage of the Luzon campaign.
3. The officers and men of your command may be justly proud of the important role they played in the driving of the Japanese Army from the Philippines.

FRANK BAKER

FRAYNE BAKER
Brigadier General, U. S. Army,
Commanding

1 Incl—
n/c

22 April 1945.

ASSIGNED PERSONNEL

Commanding Officer	Colonel Herbert D. Vogel, CE
Deputy Commander	Colonel Kilbourne Johnston, INF
Executive Officer	Colonel Roy B. Arnold, INF
Control Officer	Major Gordon W. Cook, QMC
S-1 and S-3	Lt. Colonel Charles L. Winkle, FA
S-2	Major Riley F. McKoy, MI
S-4	*Major Dewey Bell, CE
Area Commander	Major Harvey N. Buffalo, CE
Motor Commander	Lt. Colonel John A. Miller, QMC
Port Commander	Lt. Colonel Sidney E. Walker, TC
Service Commander	Colonel Reid W. Bond, CE
Deputy Service Commander	Lt. Colonel William I. English, CE
Chemical Warfare Officer	Major James D. Ingle, CWS
Engineer	**Colonel Albert Wright, CE
Ordnance Officer	Lt. Colonel John M. Henderson, Jr., ORD
Quartermaster	Lt. Colonel Edward A. Evenson, QMC
Signal Officer	Colonel Henry L. Schnoor, SC
Surgeon	Colonel Everett G. King, MC
Adjutant General	Lt. Colonel James N. Shigley, AGD
Civil Affairs Officer	Lt. Colonel Walter B. Grimes, CE
Chaplain	Lt. Colonel William P. Hardigree, CHAP
Finance Officer	Lt. Colonel Arles H. Miller, FD
Headquarters Commandant	Major Charles J. Cowgill, AVS
I & E Officer	1st Lt. Carl E. Moen, AUS
Inspector General	Major William Hall, IGD
Judge Advocate	Major William S. Holbrook, JAG
Provost Marshal	Lt. Colonel John P. Meuller, CMP
Special Service Officer	Lt. Colonel Percy O. Clapp
CO, Sub-Base 1	Colonel Reid W. Bond, CE
CO, Sub-Base 2	Colonel Wallace A. Moyle, ORD
CO, Sub-Base 3	Colonel F. H. Falkner, CE

*Succeeded Lt. Colonel W. I. English, CE.

**Succeeded by Colonel I. C. Bennett, CE.

